“बिजनेस पोस्ट के अन्तर्गत डाक शुल्क के नगद भुगतान (बिना डाक टिकट) के प्रेषण हेतु अनुमत. क्रमांक जी. 2-22-छत्तीसगढ़ गजट/38 सि. से. भिलाई, दिनांक 30-5-2001.”

पंजीयन क्रमांक “छत्तीसगढ़/दुर्ग/09/2013-2015.”

छत्तीसगढ़ राजपत्र

प्राधिकार से प्रकाशित

क्रमांक 49] रायपुर, शुक्रवार, दिनांक 4 दिसम्बर 2015—अग्रहायण 13, शक 1937

विषय—सूची

भाग १

राज्य शासन के आदेश

सामान्य प्रशासन विभाग
मंत्रालय, महानदी भवन, नया रायपुर

नया रायपुर, दिनांक 18 नवम्बर 2015

क्रमांक ई-1-3/2015/1/2.—राज्य शासन द्वारा छत्तीसगढ़ राज्य संवर्ग को आवंटित भारतीय प्रशासनिक सेवा के वर्ष 2013 बैच के निम्नलिखित परिवीक्षाधीन अधिकारियों को लाल बहादुर शास्त्री, राष्ट्रीय प्रशासन अकादमी, मसूरी में फेस-दो के प्रशिक्षण संपन्न करने तथा भारत सरकार में पदस्थापना अवधि समाप्त होने के पश्चात् छ.ग. राज्य में कार्यभार ग्रहण करने के दिनांक से उनके नाम के सम्मुख कॉलम नं. 3 में दर्शित पद पर पदस्थ करता है :—

क्र.	अधिकारी का नाम	पदस्थापना
(1)	(2)	(3)
1.	सुश्री नम्रता गांधी	अनुविभागीय अधिकारी, पेण्ड्रा रोड, जिला बिलासपुर

संचालक, मुद्रण तथा लेखन सामग्री, छत्तीसगढ़ द्वारा शासकीय क्षेत्रीय मुद्रणालय, राजनांदगांव से मुद्रित तथा प्रकाशित—2015.

(1)	(2)	(3)
2.	श्री अजीत वसंत	अनुविभागीय अधिकारी, मानपुर-मोहला, जिला राजनांदगांव
3.	श्री गौरव कुमार सिंह	अनुविभागीय अधिकारी, सरायपाली, जिला महासमुन्द
4.	श्री विनीत नंदनवार	अनुविभागीय अधिकारी, घरघोड़ा, जिला रायगढ़
5.	श्री इन्द्रजीत सिंह चन्द्रवाल	अनुविभागीय अधिकारी, भानुप्रतापपुर, जिला उत्तर बस्तर कांकेर
6.	श्री जगदीश सोनकर	अनुविभागीय अधिकारी, रामानुजगंज, जिला बलरामपुर
7.	श्री राजेन्द्र कुमार कटारा	अनुविभागीय अधिकारी, बगीचा, जिला जशपुर

छत्तीसगढ़ के राज्यपाल के नाम से तथा आदेशानुसार,
विवेक ढॉड, मुख्य सचिव.

आवास एवं पर्यावरण विभाग
मंत्रालय, महानदी भवन, नया रायपुर

नया रायपुर, दिनांक 2 नवम्बर 2015

क्रमांक एफ 7-60/2014/32.—राज्य शासन एतद्द्वारा छत्तीसगढ़ नगर तथा ग्राम निवेश अधिनियम, 1973 (क्र. 23 सन् 1973) की धारा 23-क की उपधारा (2) के अंतर्गत इस विभाग की समसंख्यक सूचना दिनांक 07-05-2015 द्वारा नया रायपुर विकास योजना 2031 में लोक प्रयोजनार्थ निम्नानुसार भूमि का उपांतरण प्रस्तावित करते हुये दो प्रमुख दैनिक स्थानीय समाचार पत्रों में लगातार दो दिन प्रकाशित की गई थी :—

नया रायपुर विकास योजना 2031 में उपांतरण प्रस्ताव चेप्टर-9 में टी.ओ.डी. हेतु पृथक चेप्टर जोड़ने हेतु

उपांतरण परिशिष्ट-एक एवं चेप्टर-18 में उपांतरण परिशिष्ट-दो

2. उक्त प्रस्तावित उपांतरण विकास योजना में टी.ओ.डी. से जोड़ने हेतु.

3. नया रायपुर विकास योजना 2031 के लेयर-II में नगर तथा ग्राम निवेश द्वारा अनुमोदन से पूर्व नया रायपुर डेव्हलपमेंट अथॉरिटी से अनापत्ति प्राप्त करना होगा.

4. सूचना में उल्लेखित नियत समयावधि के भीतर प्राप्त आपत्ति/सुझाव पर सुनवाई का युक्तियुक्त अवसर देने के पश्चात् विचारोपरांत राज्य शासन एतद् द्वारा नया रायपुर विकास योजना 2031 में उपरोक्त उपांतरण की पुष्टि करता है. उक्त उपांतरण नया रायपुर विकास योजना 2031 का अंगीकृत भाग होगा.

छत्तीसगढ़ के राज्यपाल के नाम से तथा आदेशानुसार,
संजय शुक्ला, सचिव.

परिशिष्ट — एक

Addition to Chapter No. 9

9.6. TOD – Definition, Goals and Benefits

9.6.1. Transit Oriented Development (TOD) refers to residential and commercial centers designed to maximize access by transit and non-motorized transportation, and with other features to encourage transit ridership. A typical TOD has a rail or bus station at its center, surrounded by relatively high-density development, with progressively lower-density spreading outwards 0.4km to 0.8km, which represents pedestrian scale distances. - Todd Littman (Victoria Transport Policy Institute).

9.6.2. Goals of TOD:

The Primary Goals of TOD are to:

i. Prevent/discourage private automobile dependency and encourage public transportation use by making it more accessible and attractive.

ii. Encourage higher density and diversity within walking distance of public transportation - creating attractive and vibrant places.

iii. Provide enhanced connectivity by offering a greater choice of motorized and non-motorized transportation modes.

9.6.3. Benefits of TOD:

ECONOMIC

i. Savings in travel times and unit vehicular operating and maintenance costs
ii. Minimizing the need for investment in urban infrastructure e.g. for water, sewer, electric power etc.
iii. Reducing capital expenditures on roadway capacity and parking
iv. Increasing the competitiveness of Naya Raipur in the global economy

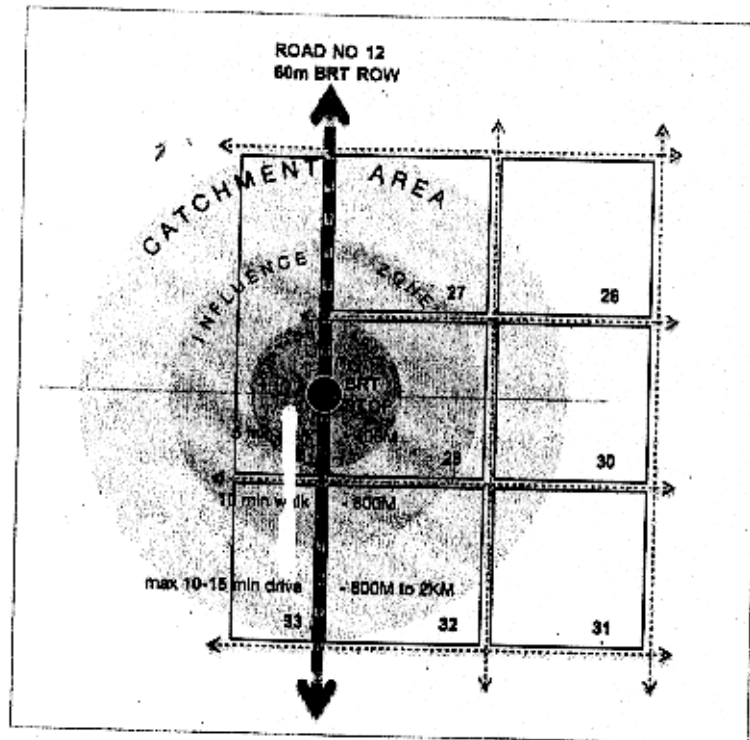
SOCIAL

i. Improved accessibility for all irrespective of vehicle ownership
ii. Reduced traffic accidents
iii. Improved public health
iv. More walkable spaces and improve overall security and quality of life

ENVIRONMENTAL

i. Reductions in air emissions and energy consumption
ii. Reductions in traffic noise

9.7. Demarcation of TOD Station

Figure 9.5: TOD Station Area Demarcation

Station Areas transcend sector boundaries and transportation infrastructure barriers and are defined by a 800m / 10 minute walk distance. This is the maximum comfortable distance a pedestrian is willing to walk.

This Station Area is further comprised of multiple zones with their own transportation and land use characteristics and a catchment area for other feeder services and modes. The details for each zone and the Transportation and Land Use considerations for each are detailed below in Table 9.3.

The schematic diagram for station area demarcation is shown in figure 9.5.

Table 9.3: TOD Station Area Zones

TOD Zone	Primary Station Area	Secondary Area	Catchment Area
Radius	0-400m / 5 minute walk	400-800m / 10 minute walk	800m-2km
Description	The primary zone includes the rapid transit station and associated facilities as well the immediately surrounding area.	The secondary zone extends between 400 and 800 metres from the rapid transit station.	The catchment area is the broader area of influence outside of the station area. Most of the people who access the regional rapid transit system will come from the catchment area.
Transportation Considerations	• Prioritize high levels of pedestrian, NMT activity • Balance other modes of access to the stations e.g. IPT, MVs, cell-phone waiting etc. • Reduction in parking	• Prioritize direct & safe walking & cycling connections to the rapid transit station • Heavy reliance on non-motorized IPT as walking distance increases.	• Prioritize direct & quick connections for motorized IPT. • Reliance on transit feeder services as distance increases.
Land Use Considerations	• Highest Density & Mixed Uses to encourage high ridership & provide a mixed-use, vibrant activity spine • High level of amenities – retail, bike parking, businesses, traffic calming etc.	• Medium densities & mix of uses to benefit from the high level of transit accessibility • Density & height of development should be stepped down gradually towards the periphery.	• Medium – lower density developments • Create open space linkages & green connections.

TO KOLKATA
RS-01
RS-02
AIRPORT
TO RAIPUR
RS-03
BS-01
BS-05
BS-06
BS-07
RS-08
BS-08
TO VIZAG
TO CHAMPARAN
NAYA RAIPUR BOUNDARY
GREEN BELT BOUNDARY
800M BOUNDARY AROUND TRANSIT STATIONS
WATER BODIES (RECREATIONAL)
RECREATIONAL
RECREATIONAL (OUTSIDE 800M BOUNDARY)
RESIDENTIAL
RESIDENTIAL (OUTSIDE 800M BOUNDARY)
COMMERCIAL - RETAIL
COMMERCIAL - RETAIL (OUTSIDE 800M BOUNDARY)
COMMERCIAL - WHOLESALE
PUBLIC / SEMI PUBLIC
PUBLIC / SEMI PUBLIC (OUTSIDE 800M BOUNDARY)
INDUSTRIAL
INDUSTRIAL (OUTSIDE 800M BOUNDARY)
SPECIAL INDUSTRY
COMPOSITE USE
TRANSPORTATION
RAILWAY
RAILWAY STATION
BRT CORRIDOR 1
BRT CORRIDOR 2
BRT CORRIDOR 3
BUS STOPS
SCALE:
1 0.5 0 1 2 KM

Figure 9.6. Possible TOD Station Area demarcated for 14 stations of Phase 1 of the Naya Raipur Transit Plan

Designation of TOD zones in Naya Raipur Development Plan

NRDA considering the character of Rail station, BRTS, other Transit nodes and the surrounding land use characters shall designate the TOD zones and design it as per the principles laid down in this chapter and the Development code as defined in Chapter 18 – Clause 18.2. Possible station area demarcation in Naya Raipur Development Plan is shown in Figure 9.6.

9.8. TOD Principles, Strategies and Development Norms

The planning of TOD zone should try to comply with the following TOD principles:

9.8.1. Multimodal Transit Station

Transit is at the heart of transit oriented development and transit facilities should be designed to connect with, not be isolated from, the surrounding neighborhood. People should have their choice of transportation modes including cars, bicycles, BRT, LRT, two wheelers, cycle rickshaws, and auto rickshaws.

Strategies:

1. Create clear, direct, and short transfers between transit modes and routes by minimizing walking distances and removing physical and perceived barriers within transit stations.
2. Coordinate local feeder transit service schedules and routes to provide seamless connectivity between local, regional, and rapid transit services by reducing waiting times.
3. Create prioritized, safe and direct pedestrian and cycling routes to rapid transit stations from major destinations and regional cycling and pedestrian networks.
4. Provide secure and plentiful bicycle parking at station entrances with additional amenities at high volume locations.
5. Adopt transit priority measures to ensure the efficient movement of surface transit to and from the station area, including measures such as signal priority and dedicated transit lanes.
6. Provide clearly marked and protected access for pedestrians and cyclists at station areas to minimize conflicts, particularly at passenger pick-up and drop-offs (PPUDO), bus facilities, and parking access points.

9.8.2. Interconnected Street Pattern

An interconnected street pattern is a traditional urban design technique that reduces congestion, encourages travel choice, and supports mixed use development. Block lengths should not exceed 200m.

Strategies:

1. Streets and blocks networks should provide shortest routes to pedestrians and cyclists so that it's faster to walk or cycle than to drive.
2. Regulate maximum block widths, minimum frontages.
3. Remove setbacks, build sidewalks, and require entries on sidewalks.
4. Pedestrian Connectivity
5. Increase driver awareness.

9.8.3. Mixed Use Development

A mix of diverse and complimentary land uses in a compact pattern allows residents and workers to walk to work or to shop rather than driving for all daily needs.

Strategies:

1. Provide a diverse mix of uses, including housing, employment, regional attractions and public spaces to create a high quality urban environment in close proximity to the transit station.
2. Focus and integrate increased and transit-supportive densities at, and around transit stations to create a compact built form and a critical mass of activity while ensuring appropriate transition to the surrounding community.
3. The mix and balance of uses and the density of the development need to be based on the infrastructure carrying capacity of the utilities network of the city such as road infrastructure, water supply, power supply etc. in addition to the capacity of the transit line.
4. Vertical type of mixed use development like residential land use over the commercial places so that the distances between the activities are decreased and accessibility between different activities is increased.
5. FAR Bonuses should be provided for affordable housing, public spaces and parks, & infrastructure.
6. Discourage land uses and industries which encourage car usage within 400m from the transit station.

9.8.4. Walkability

Pedestrian-friendly environments allow walking to be a pleasant, safe, and efficient alternative to (or extension of) the automobile. This includes design features such as safe crossing points near transit stations, shaded pedestrian routes, and continuous sidewalks and paths.

Strategies:

1. Create convenient, comfortable, direct and safe pedestrian linkages to and from all transit stations in order to support a walkable station area and promote the use of transit.

2. Provide an attractive pedestrian environment with a high level of priority, safety and amenities.
3. Build or retrofit a network of complete streets to create a balance between the movement of pedestrians, cyclists, transit, and vehicles. Adopt road design standards that ensure safe movement of all road users.
4. Identify pedestrian priority routes linking transit stations with nearby destinations and local/regional pedestrian networks.
5. Design and plan pedestrian networks to provide attractive, direct routes between the transit station and other area destinations

9.8.5. Compact Development

The scale of transit oriented development approximates the scale of the pedestrian. The extent of these neighbourhoods is based on a comfortable walking distance from edge to centre (approximately 400 to 800 metres in radius).

Strategies:

1. The highest employment and residential densities and building intensities should be located in the closest proximity to the transit station and decrease as we move away from the station.
2. Increase density around all transit stations to support high frequency, Rapid Transit service and provide a base for a variety of housing, employment, local services and amenities that support a vibrant station area community.
3. Along local bus routes, buildings should be oriented primarily towards streets, although not at the same density and intensity as around the Rapid Transit station.
4. Buildings should be grouped together to allow for easy pedestrian access between buildings.
5. Encourage a variety of building types and scales at different locations throughout the station area – tallest buildings near the station (core of the station area) and lower buildings as we move further away from the station area.
6. Where appropriate within the context, high-rise towers may locate in landmark locations within the immediate vicinity of the Rapid Transit station.
7. Encourage the use of mid-rise building types as a bridge between the core and the edge; employ different configurations based on the character of the street and the uses to be accommodated.

9.8.6. Street Facing Buildings

Buildings should be placed near streets, not behind parking areas, to better define the street. Street-front retail should be provided to humanize the building wall and activate the sidewalk. Building entrances should be close to transit entrances.

Strategies:

1. Surface parking lots should be located in the rear of buildings.
2. Create proper edge treatments such as compatible building scale, parking location and landscaping between new developments and existing communities to minimize impacts and ensure integration.
3. By concentrating the floor area into larger horizontal forms instead of narrow towers, a more unified and consistent street-wall is created, a more pedestrian-oriented scale is maintained and the building's orientation to the street is strengthened.
4. Low- and mid-rise buildings do not block as much sunlight as taller towers, allowing more light to filter to the street and open spaces over a longer period of the day.
5. Mid-rise buildings provide a different character than high-rise building types and are typically more compatible with the character of adjacent communities.
6. Tall buildings (greater than 8 storeys) should be oriented to maintain solar access to sensitive areas such as parks and residential neighborhoods.
7. Employ a variety of building massing to accommodate higher densities and building intensities to avoid monolithic building masses.
8. Mid-rise building forms should be located along the street edge of primary pedestrian connections to provide continuous building enclosure of the streetscape.

A. Within MU zones, maximum front setbacks will be maintained as defined below:

Street Edge Treatment

a. Building plots should be oriented such that the narrower width faces the street. This will allow a larger variety of buildings and architectural diversity along the street edge.
b. Building scale should be modulated, and broken down through the judicious use of stepping, projections, canopies, pergolas, changes in scale, fenestration patterns, materials and finishes.
c. Important civic or corporate buildings or buildings at the termination of a vista, should be planned to employ as a focal feature / features to contribute to the urban design of the community. These could take the form, for instance, of an architectural element on the building or a significant piece of artwork in a plaza.
d. Buildings should be oriented towards the pedestrian, with active uses located along the sidewalk.
e. Buildings should be oriented toward the street with their building elevations treated as principle building facades.
f. Locate buildings along street frontages, creating perimeter buildings enclosing the street block, while maximizing courtyard space within the block.
g. The main entry of each building should be a pedestrian entry that faces a public space such as streets, park, or plaza.
h. The private space that extends from the building face to the public right-of-way need to be designed in such a way that it seamlessly blends with the design of the public realm.
i. Paving material, pattern, and texture, including site elements such as seating and lighting, should match that of the public right-of-way in order to blur the line between the public and private realm.

9.8.7. Placemaking

Transit oriented development is defined as much by its public realm as its private development. Public and semipublic spaces enable the neighbourhood infrastructure to build community bonds, social interaction, and community participation.

Strategies:

1. Placemaking should build upon a neighbourhood's unique character through context-sensitive architecture and landscaping, while supporting convenient, direct and enjoyable pedestrian linkages to and from all transit stations.
2. Provide a high quality and aesthetically pleasing public realm.
3. Create Places, not gated developments.
4. Build communities: Create interaction places, public plazas, markets and parks – near public transport nodes & along daily paths of people.
5. Mix of uses to provide people of varied social groups with options to live, work, shop and play within easy access to public transport and daily necessities.

A. Public Realm

a. A coherently designed public realm and complementary architecture will give Naya Raipur a unique identity and a sense of place.

b. Individual projects should use local materials for building exteriors, and other hard-scape components. This will highlight Naya Raipur's local character and contribute to the identity of the place.

c. Paving materials and paving patterns should be coordinated with that of adjoining public right-of-ways to ensure consistency in pavement design. A streets design manual could also be developed. This manual would specify a material and colour palette and designs for street elements and furniture. Such a manual would ensure that streets appear coherent and contribute to the identity of Naya Raipur.

d. Flexible planning should be employed to allow residents to invest in their surroundings.

e. Informal uses should be encouraged in the public realm, to create vitality and a sense of identity.

f. Retail users should be encouraged to produce innovative and vibrant signage and window displays, as this will also contribute to the character of the public realm.

g. Location of billboards and advertisements should support placemaking, instead of making all spaces look similar and mundane.

h. Public art and exhibits should be installed at key nodes, and plazas to provide a sense of orientation. Different thematic motifs representing the wide variety of flora and fauna of the state of Chhattisgarh could be used. Maintenance of roundabouts could be enabled through participation by industrial and trade houses.

i. Special lighting should be employed at public places such as pedestrian promenades in recreation areas or civic areas to create a unique character.

j. Civic architecture should be inclusive and create a sense of pride among residents of Naya Raipur and Chhattisgarh.

B. Informal Sector

a. Areas in the public realm should be identified for the informal sector, such as hawkers. Along major arterials, the multi-use/buffer zone may be used for accommodating the informal sector.
b. Hawking zones should be clearly assigned and demarcated for ease of enforcement.
c. 1M wide buffer areas should be provided around such hawking zones to prevent spillover into pedestrian or vehicular right of way.
d. Hawking zones should be provided strategically in areas with high footfalls and good opportunities for informal retail, such as station areas. This will ensure that the informal retailers use the allotted space instead of hawking illegally elsewhere.

9.8.8. Streetscape Design

A highly connected street pattern with design elements coordinated to provide visual interest, pedestrian amenity, and sense of place improve the desirability of walking and shortens perception of distance.

Strategies:

1. Provide trees and street furniture to dramatically improve the quality of the pedestrian experience and enhance safety by providing a physical and visible buffer between the pedestrian and the car, and encourage slower traffic speeds.
2. Create a high-quality public realm and pleasurable pedestrian experience to encourage people to:
   - Walk to the transit station rather than using their automobile.
   - Shop and stroll along Main Street during both peak and off-peak travel times.
3. Create an energized and active street front that supports local retail and community pride.
4. Helps to support a walkable station area and promote the use of transit.
5. Trees and vegetation help to reduce the urban heat island effect and decreases energy costs related to air temperatures.
6. Streetscape landscaping can provide traffic calming benefits and increased safety for pedestrians.
7. Trees and landscaping add interest, ornamentation and continuity between urban spaces, while contributing to a reduction of noise and air pollution.
8. Special paving and materials, such as coloured concrete, 'stamped' concrete, coloured pavers, paving blocks or coloured and stamped asphalt should be used to identify high pedestrian traffic zones or community elements such as commercial areas, schools and parks.

A. Landscaping:

a. Create a well-defined street and a sense of enclosure with a tree canopy and landscaping.
b. Stormwater management techniques should be incorporated into streetscape design elements, such as landscaped medians, sidewalk planters and pervious paving.

c. Street trees should be placed at uniform intervals not greater than 10m, in the multi-use zone of the sidewalk.
d. Tree pits of 1.8m x 1.8m should be left to give trees space to breathe. Grates or pavers should be used to guard the tree pit as well as let people walk over it.
e. Use native plant species that are hardy and drought.
f. Ensure that plant species selected have tree canopies smaller than the width of the sidewalk.
g. Consolidate soft landscape areas to enhance tree and plant growing conditions.
h. Expand rooting zones of landscaped areas under adjacent hard paving surfaces. Techniques may include the use of structural soils or cells, continuous planting trenches and/or permeable paving.
i. Consider the use of bio-swales where appropriate.
j. Street furniture, landscaping, and public amenities should not cause physical obstructions for pedestrians or cyclists.

9.8.9. Bicycle Friendly Streets/ Parking

Bicycles are efficient ways to expand the service area of the station without relying on automobiles or bus service. Bike lanes, bike routes, and secure parking make the bicycle an easy option.

Strategies:

1. Create prioritized, safe and direct pedestrian and cycling routes to rapid transit stations from major destinations and regional cycling and pedestrian networks.
2. Provide secure and plentiful bicycle parking at station entrances with additional amenities at high volume locations.
3. Develop direct routes from regional and municipal cycling and citywide open space network to transit stations.
4. Ensure pedestrian and cycling facilities are designed to a high standard of safety, security, and comfort.
5. Provide visible and weather protected bicycle parking.
6. Bicycle parking should be in well-lit and visible areas to increase security.
7. Ensure bicycle parking does not conflict with vehicular traffic or pedestrians.
8. Where there are high volumes of bicycle access to the transit station provide enhanced bicycle parking and amenities.
9. Ensure secure bicycle parking designs.

9.8.10. Urban Parks and Plazas

A variety of public open spaces near transit a station contribute to a sense of place, foster healthy communities, and provides places for interaction.

Strategies:

1. Adopt measures in water management to minimize water consumption and the impact of runoff and wastewater in transit facilities, public buildings, transit plazas and development.
2. Landscape and building design should maximize tree cover, reduce hard surfaces, and minimize heat retention and the urban heat island effect.
3. Adopt waste management strategies that reduce the output of waste to landfills and increases recycling and the reuse of materials.
4. Use native and drought-resistant species to minimize the need for irrigation.
5. Minimize the extent of impermeable surfaces by utilizing permeable pavers and soft landscaped areas.
6. Reduce the urban heat island effect by minimizing the extent of paved surfaces and encouraging the use of light coloured materials and on roof surfaces.
7. Set water efficiency standards for landscaping and reduce potable water consumption by using recycled water system for irrigation and high efficiency irrigation technology (e.g. rainwater harvesting, gray water reclamation, drip line system).

9.8.11. Architectural Variety

Promoting an architectural style that is pedestrian friendly, contains visual variation and, with improved economics of higher density, higher quality building materials.

Strategies:

1. Create a variety of visually appealing building mass within the first 400m from the station area.
2. Building mass and height should minimize negative environmental effects, such as overshadowing of public spaces.
3. Developments exceeding 10 storeys should have tall, slender towers, rather than bulkier, squat buildings.
4. Limit the building setback from the road right of way. Locating buildings close to the street will help to create a sense of enclosure and comfort for pedestrians.
5. An appropriate street wall height will help maintain a human scale at the sidewalk, ensuring adequate sunlight, sky view and ventilation.
6. Ensure height to width ratios that create a scale on thoroughfares that is comfortable to people and encourages walking (human scale).
7. Building scale should be modulated, and broken down through the judicious use of stepping, projections, canopies, trellises, changes in scale, fenestration patterns, materials and finishes.
8. Buildings should be oriented towards the pedestrian, with active uses located along the sidewalk and not located behind parking lots or blank walls.
9. Align buildings with the sidewalk and design uses facing the street rather than parking lots

9.8.12. Well-Designed Transit Station for a High Quality User Experience

The transit station will be a focal point and a gateway to the regional transit network. Its design will be paramount to ensure a seamless, accessible, and attractive customer environment and experience.

Strategies:

1. Encourage high-quality station architecture and public realm that is sensitive to the surrounding built context and community vision.
2. Develop a station retail program that is responsive to customer demand, convenience, and market needs.
3. Provide a minimum level of customer amenity to enhance customer comfort, safety, and information.
4. Create legible and permeable transit stations through consistency and clarity in station entrances and interfaces, spaces, layout, and visual cues connected by barrier-free movement spaces.
5. Develop way-finding and signage to support the legibility and permeability of the transit station.

9.8.13. Reduced Parking Standards

By reducing parking standards to reflect increased transit use and walking, the amount of site area that can be used for active uses or public amenities increases.

Strategies:

1. Assess commuter parking needs on a corridor or system basis and locate and design parking to maximize development and ridership potential at transit stations.
2. Limit commuter parking expansion by prioritizing feeder transit services to the stations.
3. Implement commuter parking pricing with incentives for carpooling and alternative fuel vehicles.
4. Develop a short and long term area-wide parking strategy with maximum and minimum parking standards and shared use parking practices.
5. Implement parking pricing strategies as part of an overall transportation demand management program, informed by modal split targets and local parking supply and demand.
6. Minimize surface parking and integrate parking within surrounding development and parking structures.
7. Design parking facilities to a high level of architectural and landscape quality to reduce negative impacts on the environment and streetscape.

9.8.14. Safety and Security

Developing the pedestrian environment to maximize safety and security will enhance patron experience and transit ridership.

Strategies:

1. Provide a clear boundary of controlled space. Defining clear boundaries declares ownership of space and increases recognition of public versus private space. The declared space may then be more easily defended.
2. Provide clearly marked transitional zones. Transitional zones are a form of boundary definition and access control. It should be clear and visible when someone is crossing the boundary into controlled space, thereby clarifying ownership and reducing the potential for improper behavior.
3. Gathering areas should be located where good natural surveillance and access control enable such areas to be more active and likely to support positive activity.
4. Locate vulnerable activities, such as waiting at night, in safe locations with good natural surveillance and street-level activity, such as along mixed-use streets or retail plazas. The controlled atmosphere creates a perception of risk for potential offenders and provides security to those using public space for legitimate uses.
5. Design the environment to optimize natural surveillance. Design strategies include: adequate site lighting; mixed-use development with retail at-grade and residential or office development above; avoiding blank walls; and low level fencing or vegetation that allows visual surveillance of semi-private areas and parking lots.

9.8.15. Market Acceptance and Successful Implementation

A TOD is successful when it attracts sufficient jobs and residents to create a vibrant, transit supportive place. In order to ensure success of a TOD, strategies should be flexible, designed to respond to the diverse nature of the station areas, their surrounding community contexts, and Naya Raipur's development market.

Strategies:

1. Encourage development by providing developers incentives such as height and density exchange, flexible zoning and through mechanisms like Public Private Partnerships, Build-Operate-Transfer, and Design Build Finance and Manage models.
2. Plan public investment and infrastructure to create and/or enhance development potential.
3. Encourage public agencies and various Public-Private Partnership models to capture the land value uplift from transit infrastructure investments.
4. Establish a development checklist as a tool for new development.
5. Consider design competitions for both public facilities and design review panels into the municipal development approval process.
6. Ensure flexible planning to accommodate growth and change.

9.8.16. Complete Streets

All streets cannot possibly be all things to all users, but all users need to be considered and accommodated in a safe and respectful fashion on all streets. The Complete Streets design approach is an exercise that acknowledges the limitations and interactions of each user group with the others and balances the priorities of each group within a hierarchy of street types.

The Complete Streets design approach takes into account not only travel space for each mode but also edge treatments, intersection treatments, block size and connectivity, visual appeal, pedestrian comfort and safety, parking, emergency and service vehicle access and environmental consciousness.

A. Primary corridors including arterials should be planned as 'Complete Streets'.
B. Complete Streets should accommodate all types of street users, including pedestrians, non-motorized vehicles, private vehicles, public transport vehicles, goods vehicles, as well as informal street users. Refer to Table 12 for space standards for complete streets.
C. Complete Streets should be planned from building edge to building edge.
D. Enhanced safety and universal accessibility should be provided for vulnerable street users such as pedestrians, and the differently-abled.
E. Traffic calming should be used to manage vehicle speeds.

Note: The standards, guidelines, norms mentioned are of recommendations and are not mandatory. NRDA can modify the same suitably within the Development code given in Chapter -18.

Sd/-

(Sanjay Shukla)
Secretary,
Government of Chhattisgarh
Housing and Environment Department

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18 Development Code- Revised

18.1 Scope

The Development Code includes the following:

i) Definitions
ii) Planning Layers in Naya Raipur Development Authority (NRDA) Area
iii) Classification of Landuse Zones
iv) Land Use Permissibility
v) Development Control Regulations
- Subdivision Regulations
- Development Controls for integrated developments and individual buildings

vi) Basic Development Regulations for Planning Layers II and III.

18.2 Definitions

Land Use Zone: An area for any one of the specific dominant uses of urban/rural functions as provided in Section 18.4.

Land Use: One of the many sub-divisions of a use zone, as designated in an approved layout plan, for specific use and include the land use as provided in table 18.1.

Layout Plan: A sub-division plan indicating the configuration and sizes of land uses.

Land Use Plan: Plan indicating all the Land Use Zones as listed in Section 18.4.

Composite Use Zone: Use zone in the land use plan with land uses only as permitted in the table 18.1.

Special Industry Zone: Use zone in the land use plan with land uses only as permitted in the table 18.1.

Urban Villages: The village abadi falling within the proposed use zones in the proposed Naya Raipur City.

TOD: Transit Oriented Development is essentially any development around a transit station, which facilitate complete ease of access to transit facility, thereby inducing people to prefer to walk and use public transportation or non motorised transport.

TOD- 5: The primary area within 400 mt from Transit station

TOD-10: The secondary area within a 400 to 800 mt from Transit station

Note:

1. The TOD zones around a transit stations will be designated by NRDA from time to time. The provisions of development code related with the TOD 5 and TOD 10 will be effective only after the declaration of TOD zone by NRDA.
2. The TOD zone shall be designated on the basis of above principles but will be adjusted according to physical configuration of the layout as may be decided by NRDA from time to time.

Mixed Land use :

Mixed land use within one premises and/or in one structure is allowed with compatible uses as decided in the scheme prepared for TOD zones or outside the TOD zone. The proportion of the land uses shall be as per the approved scheme.

Premium FAR: As per Bhumi Vikas Niyam

18.3 Planning Layers in NRDA Area

The NRDA area is divided into 3 Layers:

1. Layer I : Naya Raipur City including Green Belt
2. Layer II : Agriculture Area around, including the village settlements
3. Layer III : Airport Zone including airport expansion area

18.4 Classification of Land Use Zones

The entire area under the jurisdiction of the Naya Raipur Development Authority has been categorized into twelve Land Use Zones:

i) Residential Zone
ii) Commercial Zone – Retail Commercial
iii) Commercial Zone – Wholesale Commercial
iv) Industrial Zone
v) Special Industrial Zone
vi) Public/Semi-public (P & SP) Zone
vii) Utilities Zone
viii) Transportation – General Zone
ix) Transportation – Airport Zone (Planning Layer III)
x) Recreational Zone
xi) Composite Use Zone (includes residential, commercial, PSP and light industrial)
xii) Rural Zone (Planning Layer II)
xiii) Green belt (Layer I)

18.5 Landuse Permissibility

18.5.1 Land Use Permissibility with regard to different land uses in the above listed Land Use Zones within and outside the TOD zones shall be as given in Table 18.1.

Table 18.1: Activity-wise Land Use Permissibility in different Use Zones

S.NO.	LANDUSES/ ACTIVITY	Activity for Permissible Far as Table 18.6	TOD ZONE	OUTSIDE TOD
1	**2**	**3**	**4**	**5**
1	Airport, Flying Club	Airport	Airport Zone	Airport Zone

S.NO.	LANDUSES/ ACTIVITY	Activity for Permissible Far as Table 18.6	TOD ZONE	OUTSIDE TOD
1	2	3	4	5
2	Art gallery, museum, exhibition center, office / guest house of professional association / institutes.	Other Institutional Areas	Residential Comm. Retail* Industrial Special Industry Public semi public Transportation Recreational Composite Use Airport Zone	Comm. Retail* Industrial Special Industry Public semi public Recreational Composite Use Rural Use Zone Airport Zone
3	Open air theatre	Recreational Area	Recreational Public semi public	Recreational Public semi public
4	Auto Supply store and Show room for motor vehicle and machinery	Local Shopping Centre	Residential Comm. Retail Comm. Wholesale Industrial Transportation Composite Use	Comm. Retail Comm. Wholesale Industrial Public semi public Transportation Composite Use Rural Use Zone[6]
5	Automobile service and repairing station	Local Shopping Centre	Comm. Retail* Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use	Comm. Retail* Comm. Wholesale Industrial **Public Semi Public** Transportation Composite Use Rural Use Zone[6]
6	Bank and Safe deposit vault	Public & Semi Public Premises	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial[4] Special Industry Public Semi Public Transportation Recreational Composite Use Rural Use Zone[6] Airport Zone
7	Barat Ghar/Dharamshala	Public & Semi Public Premises	Comm. Retail Recreational	Residential[2] Comm. Retail Public Semi Public* Recreational Rural Use Zone
8	Bird Sanctuary	Recreational Area	Recreational	Recreational Rural Use Zone Green Belt
9	Botanical garden/ Zoological Park (including staff quarters)	Recreational Area	Recreational	Recreational Rural Use Zone Green Belt

S.NO.	LANDUSES/ ACTIVITY	Activity for Permissible Far as Table 18.6	TOD ZONE	OUTSIDE TOD
1	2	3	4	5
10	Bus Depot	Public Utilities	Comm. Retail Comm. Wholesale Special Industry Public Semi Public Transportation Recreational Composite Use Airport Zone	Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Rural Use Zone Airport Zone Green Belt
11	Bus Terminal	Public Utilities	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Utility Zone Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportatio n Recreational Composite Use Rural Use Zone Airport Zone Green Belt
2	Cargo and Booking Office	Local Shopping Centre	Comm. Retail Comm. Wholesale Industrial Transportation Composite Use Airport Zone	Comm. Retail Comm. Wholesale Industrial Special Industry Transportatio n Composite Use Airport Zone
3	Cemetery, Crematorium, burial ground, electric Crematorium	Public Utilities	Residential** **Public Semi Public** Recreational	Residential** Public Semi Public Rural Use Zone Recreational
14	Cinema/Multiplex/Mall/Departmental Stores	Commercial cum Business Complex	Residential Comm. Retail Special Industry Public Semi Public Recreational Composite Use	Comm. Retail Special Industry Public Semi Public Recreational Composite Use Rural Use Zone

			Airport Zone	Airport Zone
Table 18.1 continued... 15	Clinical Laboratory	Other Institutional Areas	Residential Comm. Retail Special Industry Composite Use	Comm. Retail Special Industry Public Semi Public Composite Use Rural Use Zone[6]
16	Club house / Recreational Club	Commercial cum Business Complex	Residential Comm. Retail Special Industry Public Semi Public Recreational Composite Use Airport Zone Green Belt	Comm. Retail Public Semi Public Recreational Composite Use Rural Use Zone Green Belt
17	College/university	College	Public Semi Public	Public Semi Public Rural Use Zone
18	Commercial/ business Office[3]	Commercial cum Business Complex	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Composite Use Airport Zone	Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Composite Use Airport Zone Rural Use Zone
19	Community hall	Community Hall/ Auditorium	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Rural Use Zone[6]
20	Contractor plant for Brick manufacturing, storage for material, RMC etc.	Light Service Industry	-	Industrial Composite Use Rural Use Zone
21	Convenience Shopping Center	Convenience Shopping/ Shopping Areas in rural centres	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Rural Use Zone[6] Airport Zone
22	Cottage and Handloom Industries	Light Service Industry	Industrial Public Semi Public**	Residential Comm. Retail Industrial Public Semi Public** Rural Use Zone

23	Convention Centre	Public & Semi Public Premises	Residential Comm. Retail Industrial Special Industry Public Semi Public Recreational Composite Use Airport Zone	Comm. Retail Special Industry Public Semi Public Recreational Composite Use Rural Use Zone Airport Zone
24	Courts	Public & Semi Public Premises	Public Semi Public	Public Semi Public
25	Crèche and Day Care Centre	Nursery School	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Rural Use Zone[6] Airport Zone
26	Cultural and Information Center and Cultural Training/ Coaching Centres	Other institutional Areas	Residential Comm. Retail Public Semi Public Recreational Composite Use Airport Zone	Comm. Retail Public Semi Public Recreational Composite Use Rural Use Zone Airport Zone
27	Customary home occupation	-	Residential Composite Use	Residential Composite Use Rural Use Zone[6]
28	Dairy and poultry Farm	As per zone		Rural Use Zone Green Belt
29	Dispensary/ Clinic/ Veterinary clinic	Nursing Home	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Utility Zone Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Utility Zone Composite Use Rural Use Zone[6] Airport Zone
30	Fair/Exhibition Ground	Recreational Area	Comm. Wholesale Industrial Special Industry Public Semi Public Recreational	Comm. Wholesale Public Semi Public Recreational Rural Use Zone Green Belt
31	Film studio	Local Shopping Centre	Recreational Green Belt	Comm. Retail Recreational Rural Use Zone Green Belt
32	Flatted Group Industry	Flatted Group	Comm. Wholesale	Comm. Retail

		Industry	Industrial Special Industry Composite Use	Comm. Wholesale Industrial Special Industry Composite Use
33	Laboratories (other than Clinical)	Other institutional Areas	Comm. Retail Public Semi Public Composite Use	Comm. Retail Public Semi Public Composite Use Rural Use Zone
34	Gas Godown	Light service industry	Comm. Wholesale Industrial Public Semi Public* Composite Use	Comm. Wholesale Industrial Public Semi Public* Composite Use Rural Use Zone[6]
35	Guest House	Residential Plotted Development	Residential Comm. Retail Industrial Special Industry Public Semi Public Recreational Composite Use	Residential Comm. Retail Industrial Special Industry Public Semi Public Recreational Composite Use Rural Use Zone
36	Golf Course [4]	Recreational Area	Recreational	Recreational Rural Use Zone Green Belt
37	Green house/ Nursery	Recreational Area	Residential Public Semi Public Recreational	Residential Comm. Retail Public Semi Public Recreational Rural Use Zone Green Belt
38	Gymnasium	Public Utilities	Residential Comm. Retail Special Industry Public Semi Public Transportation Recreational	Residential Comm. Retail Special Industry Public Semi Public Recreational*** Composite Use Rural Use Zone[6] Airport Zone
39	Helipad Table 18.1 continued...	-	Airport Zone	Special Industry Public Semi Public**** Airport Zone Rural Use Zone Green Belt
40	Hospital/ Nursing Home	Hospital/ Health Centers, Nursing Home	Residential***** Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Recreational Composite Use Airport Zone	Residential***** Comm. Retail Industrial Special Industry Public Semi Public Recreational Composite Use Rural Use Zone[6] Airport Zone
41	Hostel and Boarding Houses	Residential – Group	Residential Comm. Retail	Residential Comm. Retail

		Housing	Industrial Special Industry Recreational Public Semi Public Composite Use	Public Semi Public Composite Use
42	Hotel	Hotel	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Transportation Public Semi Public Recreational Composite Use Airport Zone	Comm. Retail Comm. Wholesale Special Industry Transportation Public Semi Public Recreational Composite Use Rural Use Zone Airport Zone
43	Indoor Games Hall	Community Hall/ Auditorium	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Recreational Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Recreational Composite Use Rural Use Zone[6] Airport Zone
44	Information Technology Park /IT offices	IT and IT related industry	Residential Comm. Retail Industrial Special Industry Public Semi Public Transportation Composite Use Airport Zone	**Residential** Comm. Retail Industrial Special Industry Public Semi Public Composite Use Rural Use Zone Airport Zone
45	Junk yard	Light Service Industry	-	Industrial Rural Use Zone
Table 18.1 continued...		Light Service Industry	Comm. Retail Industrial Composite Use	Comm. Retail Industrial Composite Use Rural Use Zone
47	Local, Municipal, State & Central Government Office, Public Sector Undertaking Offices and Public Utilities	Public & Semi Public Premises / Public Utilities	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Utility Zone Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Utility Zone Composite Use Airport Zone Rural Use Zone[6] Green Belt

48	workshops and garages	Local Shopping Centre	Comm. Wholesale Industrial Transportation Composite Use	Comm. Wholesale Industrial Transportation Composite Use Rural Use Zone
49	Motor Driving Training Center	Local Shopping Centre	Public Semi Public Transportation Recreational	Public Semi Public Transportation Recreational Green Belt Rural Use Zone[6]
50	Night Shelter	Residential - Group Housing	Residential Comm. Retail Comm. Wholesale Industrial Public Semi Public Transportation Composite Use	Residential Comm. Retail Comm. Wholesale Industrial Public Semi Public Transportation Composite Use Rural Use Zone[6]
51	Petrol Filling Station/ Petrol Pump	Petrol Pumps	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Composite Use Rural Use Zone Airport Zone Green belt
52	Planetarium	Public & Semi Public Premises	Comm. Retail Public Semi Public Recreational	Comm. Retail Public Semi Public Recreational Rural Use Zone
Table 18.1 continued...				
53	Public Library	ublic & Semi Public Premises	Residential Comm. Retail Public Semi Public Recreational Composite Use Airport Zone	Residential Comm. Retail Public Semi Public Transportation Recreational Composite Use Rural Use Zone[6] Airport Zone
54	Railway Freight Godown	Wholesale Trade/ Warehousing	Comm. Wholesale Transportation	Comm. Wholesale Composite Use Transportation
55	Reformatory (Juvenile Home)	Public & Semi Public Premises	Public Semi Public	Residential Public Semi Public Rural Use Zone
56	Religious Place like temple, namghar, mosque, church	Religious Premises	Residential Comm. Retail Comm. Wholesale Public Semi Public Composite Use Recreational	Residential Comm. Retail* Comm. Wholesale Public Semi Public Composite Use Rural Use Zone Recreational

				Green Belt
57	Research and Development Centre & Vocational Training Institutes	Other Institutional Areas	Residential Comm. Retail Comm. Wholesale Special Industry Public Semi Public Composite Use	Comm. Retail Special Industry Public Semi Public Composite Use Rural Use Zone
58	Residential - Plotted [7]	Residential – Plotted Development	Residential	Residential Public Semi Public (only for staff housing) Rural Use Zone[21]
59	Residential - Group Housing [7]	Residential – Group Housing	Residential Comm. Retail Comm. Wholesale Special Industry Public Semi Public Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Special Industry Public Semi Public Composite Use Rural Use Zone[21] Airport Zone
60	Restaurant, cafeteria, Table 18.1 continued...	Local Shopping Centre	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Utility Zone Recreational Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Rural Use Zone Airport Zone
61	Rural Centre	Rural	-	Rural Use Zone[6]
62	School	School	Residential Comm. Retail Comm. Wholesale Special Industry Public Semi Public Composite Use	Residential Comm. Retail Comm. Wholesale Public Semi Public Composite Use Rural Use Zone
63	Social, cultural and religious institution	**Public semi public**	Residential Comm. Retail Industrial Special Industry Public Semi Public Recreational Composite Use	Residential Comm. Retail Industrial Special Industry Public Semi Public Recreational Composite Use Rural Use Zone
64	Sports Training Center, Stadia (outdoor/ indoor)	Public Utilities	Public Semi Public Recreational Composite Use	Residential Comm. Retail Public Semi Public Recreational Composite Use Rural Use Zone Green Belt
65	Storage Godown and	Wholesale	Comm. Wholesale	Comm. Wholesale

	Warehouses and Cold Storage including Wholesale trade	Trade/ Warehousing	Industrial Composite Use Airport Zone Transport	Industrial Composite Use Rural Use Zone Airport Zone Transport
66	Storage of petroleum and other inflammable materials	Wholesale Trade/ Warehousing		Comm. Wholesale Industrial Rural Use Zone Airport Zone
67	Truck terminal	Public Utilities	Transportation Composite Use	Comm. Wholesale Transportation Composite Use Rural Use Zone
68	Veterinary Hospital	As per zone	-	Rural Use Zone
69 a	Weekly Market	-	Public Semi Public Recreational	Residential Comm. Retail Comm. Wholesale Industrial Public Semi Public Transportation Recreational Composite Use Rural Use Zone[6] Green Belt Airport Zone

Table 18.1 continued...

69 b	Informal Sector Unit	-	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Transportation Recreational Composite Use Rural Use Zone[6]
70	Integrated Township	As per govt. directives	-	Rural Use Zone
71	Village Rehabilitation/ Development	As per scheme	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Recreational Composite Use Airport Zone	Residential Comm. Retail Comm. Wholesale Industrial Special Industry Public Semi Public Recreational Composite Use Rural Use Zone Airport Zone Green Belt

* Within the Facility cum Green Corridor as discussed in Section 11.
** Within the abadi / abadi expansion zone as per the Village Development Scheme.
*** As per detailed area planning in designated location.
**** In City level Public/semi-public areas like capitol complex.
***** Only Nursing Homes in Residential areas.

Note:

1. Parks (including agriculture and plantation), parking, circulation, roads and public and semi public utilities can be located in any of the use zones. In recreation zone and the green belt area, these would be permitted with special permission from the Authority. Green belt shall generally have agricultural use.
2. In non-residential areas of residential sectors i.e. commercial areas/ Neighbourhood Centres.
3. Except in Commercial Retail and Commercial Wholesale, permitted in designated commercial areas as indicated in Layout Plans.
4. 15% of the total area may be utilised for net residential bungalow development and 1% for related commercial activities with 30% maximum ground coverage, maximum FAR 0.5 and maximum height 11 meters. The Ground Coverage and FAR of residential and commercial are with respect to net area i.e., excluding roads and open spaces.
5. As listed in Annexe II, atta chakki would be permitted in designated commercial areas in residential use zone.
6. Uses permitted within the village settlement area and/or within the rural centre/zonal centre and/or within a distance of half kilometre of the settlement as per the provisions of approved village development scheme.
7. Residential Plot/residential flat could be used for corporate guest house.
8. Existing Village in any Use Zone shall be considered as residential use/development. For each village a village development scheme shall be prepared considering its expansion requirements. Until village development scheme is enforced, individual houses on plots admeasuring not less than 500 Sq mts of area and within 100 mts of existing village abadi area may be permitted for the residents of corresponding village, subjected to conditions as decided by NRDA.
9. No residential development in the peripheral region (layer II) in Phase I and II except for those provided for the rural use zone as requirements for its facilities. The residential development may be considered after Phase II population is achieved.
10. This permissibility is for the preparation of layout plan or as a case of permission from the authority.
11. Mining activity for construction material is permissible in rural use zone (layer-ii) at specific locations as decided by NRDA time to time.
12. Dhaba and weighing stations/ dharma-kenta are also allowed on properties abutting National Highways-6 and 43 in rural (agricultural) use zone, Layer-II.
13. Taxi stand, Mass transit stops and stations and its ancillary facilities, Cycle stand, Parking, Police post, Plaza, Informal sector units, Kiosks, Open recreation and Signages are permitted within ROW at the designated locations by NRDA only.
14. The additional Land uses/activities permitted in the TOD zones shall be allowed only after the preparation of scheme of the entire respective TOD zone
15. The layer-III shall only be developed either by Airport authority of India/ NRDA/ Public Authorities
16. In case the plot is falling in two or three zones, the regulations of the zone which occupies maximum area of the plot shall be applicable.
17. TOD zone will not designated in Ru- Rural Zone & G- Green Belt. The permissible activities shown in Ru- Rural Zone & G-Green Belt will be applicable for the entire area subject to conditions.
18. The authority may allow any other activity not specifically covered in the above table based on its nature and landuse compatility.
19. NRDA can allocate higher FAR on the basis of distribution of FAR within a scheme on the basis of zonal FAR.
20. In case of Rural or Recreational Zone, the DCR of the zone shall be prevalent.
21. The residential housing in Rural Zone shall be as per Table No. 18.7.
22. The Sports Training Center, Stadia (outdoor/ indoor) activity in green belt will be permitted only for the educational and health institute with a FAR of 0.1 with max height of 10 mts.

18.5.2 Sub-division Regulations

The objective of sub-division regulations is to guide the preparation of layout plan for residential and industrial use zones. These regulations include norms for provision of facilities, circulation and landscape. The service plans corresponding to these layout plans for provision of physical infrastructure like water supply, sewerage, drainage, solid waste management and power shall be as prescribed by the competent authority separately.

18.5.2.1 Residential Use Zone

The sub-division of residential use zone into plots/use premises and subsequent approval of the layout plans shall be governed by the following:

i. The residential areas shall be planned at a gross residential density of 250 pph with variation of 15% **excluding the TOD zones. The density can be increased in TOD zones in proportion to the increase in FAR.**

ii. The residential area may have both the plotted as well as group housing developments. In case of plots identified for group housing, the minimum plot size shall be 1000 sq.m; in plotted housing the minimum plot size shall be 60 sq..m. in general and 40 sq.m. for incremental housing for low

income groups. The plot having area 1000 m2 and more and identified as plotted housing shall not be allowed to be developed as group housing.

iii. In the sector near the industrial area, small plots of 25 sq. m. may be developed to be allotted on license fee which may be a temporary development for the next 10 to 15 years.

iv. Within given sector as part of the sanctioned sector plan by NRDA, the non residential activities shall be as per table 18.2 and marked as designated areas on plan. All non-residential activity within the sector shall be contained in these areas.

v. The provision of requisite social infrastructure shall be governed by the following norms for residential neighbourhood of 16,000 population. The area shall be proportionately decided considering the size and population of the sector.

Table 18.2: Standards for facilities in a residential sub-division

Sl. No.	Use Premises	No. of Units	Unit Area (in ha)
1	2	3	4
(a)	***Education***		
1.	Nursery School	3	0.08
2.	Primary School+ nursery	2	0.40
3.	Composite school (Senior Secondary School+ Primary+ nursery)	1	1.60
(b)	***Health***		
4.	Dispensary/Polyclinic	2	0.20
(c)	***Commercial***		
5.	Local Shopping including Service centre	1	0.46
6.	Convenience Shopping	3	0.11
(d)	***Other Community Facilities***		
7.	Milk Booth	3	0.015
8.	Community Hall & Library	1	0.20
(e)	***Recreation***		
9.	Park		4.50
10.	Play Area		2.25
(f)	***Utility & Parking***		
11.	Overhead Tank		0.25
12.	Electric Sub-Station	As per requirement	
13.	Three Wheeler and Taxi Stand	1	0.05
14.	Common Parking	To be appropriately distributed in a number of locations	

Note:

i. These facilities should preferably be located along internal roads with minimum 12 m r/w.

ii. **Though the desired size of the individual facility is specified, further distribution of the total area for educational and commercial facilities shall be as per the requirement of the sector.**

vi. The planning of residential neighbourhood regarding circulation system shall be governed by the following norms:

i. The residential plots shall generally face an open space including pedestrians' movement

with a minimum width of 12 m. and Cul-de-sac of 9.00 mts. The plots may face a vehicular access road with 12m right of way. The circulation network within the cluster shall be so devised that no residential plot is more than 50 m away from the nearest point of the vehicular access road with a pedestrian access of min 4.5 mts.

ii. deleted.

iii. Maximum length of cul-de-sac shall be 150 m with a width of 9.00 mts

vii. The planning of residential neighbourhood regarding landscaping shall be governed by the following:

i. Suitable landscape plans for the residential area shall be prepared indicating in reasonable detail, the landscape development of the parks and the roadside plantation.

ii. The Neighbourhood Park shall be developed based on a landscape plan.

viii. The incremental housing plotted developments with a minimum plot area of 50 sqm plots shall be governed by the following norms:

i. Deleted

ii. The plot shall face an open space/ Pathway including pedestrian movement with a minimum width of 4.5 m. having length not more than 50 mts

Area under recreation shall be at the rate of 10% of the sector area. No separate recreation space shall be necessary in the individual plot once the layout of the sector is approved unless it is specified in the layout.

The additional recreation area over and above the norm specified above shall not be deducted for calculation of FAR/ Built Up Area (BUA).

18.5.2.2 Industrial Zone

The sub-division of industrial use zone into plots shall be governed by the following norms:

a) The development of industrial area may have plotted development for individual industrial units. Some part of industrial area may be used for flatted group industry.

b) No road within the industrial area shall be less than 18 m r/w.

c) The Industrial Sub-division shall provide for :

i. Minimum 10 % of the area to be reserved as recreational and green belt. If the area of the plot designated for recreation is more than 1500 sq.mts the additional area can be used for parking purpose.

ii. Minimum 10% of the area at the sector level shall be provided for housing for workers..

iii. Minimum 8% of the area for common facilities including common parking and essential commercial activities as per table below:

Table 18.3: List of facilities to be provided in Industrial Areas

Sr. No.	Facilities
1)	Sub Fire Station, Banks, Petrol pumps, Restaurants, Essential Retail Shops
2)	Police Station, STP, S.W. dumping yard
3)	Electric sub-stations (as necessary)
4)	Parking area for tempo, taxi and three wheelers, truck terminal etc.
5)	Other facilities such as water reservoir/storage and recreational clubs/associations, community halls and other allied common facilities.

d) No air/water polluting industries as identified by competent authority are permitted in the NRDA

area.

e) In case of plots having area more than 2000 sq.mts, max 5% floor area can be used for workers housing. Such floor area shall not be counted towards FAR.

f) In every plot max 10% of the Floor area can be used for showroom only for the display of product processed in the plot.

18.5.2.3 University

The plot designated for University, shall be developed with the following sub-division and development controls:

a) Academic including administration (Minimum 50% of the total land area)
Maximum ground coverage 30%
Maximum Floor Area Ratio 1.5

b) Residential: Maximum 25% of the total land area
This will be developed at a gross residential density of 250 ppha. Other development controls shall be same as that of a residential use zone.

c) Sports and cultural activities (Min 15% of the total area)
Maximum ground coverage 10%
Maximum Floor Area Ratio 0.15

d) Parks and landscape (Min 10% of the total land area); suitable landscape plan to be prepared for this area.

18.5.2.4 Institutional and Research & Development Activities

Layout Plan for education and research areas and Institutional Area shall be prepared with Min 20% of the area reserved for, parks, parking and some retail shopping.

18.5.3 Development Controls for integrated developments and individual Residential buildings

The objective of these regulations is to provide development controls i.e. setbacks, parking requirement, basement, ground coverage, FAR and Maximum height for integrated developments and individual buildings.

18.5.3.1 Minimum Setbacks

a. The provision of minimum setbacks of the building or structure from the street line for different sizes of plots for all categories of use shall be as per the following table.

Table 18.4a: Setback Regulations for different plot sizes outside TOD Zones

Sl. No.	Plot Size (in sqm.)	Minimum Setbacks (in m.)			
		Front	Rear	Side (1)	Side (2)
1	2	3	4	5	6

1.	40-60	1	2	0	0
2.	Above 60 & upto 120	2	2	0	0
3.	Above 120 & upto 250	3	2	0	0
4.	Above 250 & upto 500	3	3	3.	0
5.	Above 500 & upto 1000	6	3	3	3
6.	Above 1000 & upto 2000	9	3	3	3
7.	Above 2000	9	6	6	6

b. Minimum Setbacks for Group Housing and Land uses other than Residential:

In case of Group housing and Land uses other than Residential development the setbacks as defined in Bhumi Vikas Niyam of Chhattisgarh shall be applicable.

Note:

i. In case the permissible coverage is not achieved with setbacks, the setbacks of the preceding category may be allowed.
ii. These provisions of setbacks are subject to requirements of light and ventilation as per building bye-laws.
iii. In case a layout is sanctioned with more than the minimum prescribed setbacks, the same shall be followed in the sanction of the building plans.
iv. The authority could relax setbacks in special circumstances.
v. These setbacks would be essential in case of new housing developments in the rural settlements.
vi. The provisions for Fire Fighting regulations shall be adhered while deciding the setbacks.
vii. Construction of Boundary wall is not mandatory however if the wall is proposed then the height of wall should be 300 mm and the remaining area will of transparent material such as wire fencing, grill etc.

Table 18.4 b: Setback Regulations for different plot sizes within TOD Zones and Abadi areas

S.No.	Plot size (in sqm.)	Minimum Setbacks in TOD zone			
		Front	rear	Side(1)	Side(2)
1	2	3	4	5	6
1	40-60	0	1.5	0	0
2	60 & below 120	0	3	0	0
3	120 & below 250	0	4.5	0	0
4	250 & below 500	0	5	0	3
5	Above 500 & below 1000	0	5	0	3
6	1000 & below 2000	1	6	3	0
7	2000 & below 4000	1	6	6	6
8	4000 & above	1	6	6	6

Note:

1. In MU-5 plots below 1000 sq. mts shall not be provided for Residential Purpose and irrespective of plot size the building line along a street shall be maintained..

2. The front set back will be increased after a height equivalant to width of the roadto have proper lighting and ventilation as well the proper stree scape. The design guidlines shall be presribed in the scheme prepared for the TOD zone.

Table 18.4 c: Maximum Front Setback Regulations in TOD Zones

S.No.	Predominant Use on Ground Floor	Maximum Setbacks	
		Public ROW >24m	Public ROW <24M
1	Commercial/Retail	3m	5m
2	Institutional/ industrial	3m	5m
3	Residential use	5m	3m

Note: The above standards for thesetback shall superseed the standards as prescribed under Bhumi Vikas Niyam 1984

18.5.3.2 Parking Standards

Parking is to be provided for different types of development as per norms given in the following table. The standards given are in Equivalent Car Space (ECS) and it includes parking for all types of vehicles i.e. cars, scooters, cycles, and also light and heavy commercial vehicles in case of wholesale markets and industrial areas etc.

Table 18.5a: Parking Standards for different uses Outside TOD zones

S. No.	Use	Equivalent Car Space (ECS) per 100 sq.m. floor area
A	1. Residential – Group Housing 2. Residential - Plotted Housing 3. Local Shopping Centre 4. Convenience Shopping Centre 5. Nursing Homes, Hospitals (other than govt.) 6. Government Offices 7. Social and Cultural Institutions 8. Light Industries 9. Flatted Group Industries	1.67
B	1. deleted	
C	1. Commercial cum Business Complex 2. Hotel 3. Cinema	1.67
D	1. Colleges and Schools 2. University	1.00
F	Wholesale Trade / Integrated Freight Complex	As per NBC

For the provision of Car Parking spaces, the space standards shall be as under:

a) For open parking – 25.0 sq.m. per equivalent car space

b) For ground floor covered parking – 30.0 sq.m. per equivalent car space.

c) For basement parking – 35.0 sq.m. per equivalent car space.

Table 18.5 b: Parking Standards for Different Uses in TOD zones.

S. No.	Use	ECS per 100 sq.m. of TOD Floor. Area
A	1. Residential - Group Housing	1.00
	2. Residential - Plotted Housing	
	3. Local Shopping Centre	
	4. Convenience Shopping Centre	
	5. Nursing Homes, Hospitals (other than govt.)	
	6. Government Offices	
	7. Social and Cultural Institutions	
	8. Light Industries	
	9. Flatted Group Industries	
B		
C	1. Commercial cum Business Complex	1.25
	2. Hotel	
	3. Cinema	
D	1. Colleges and Schools	0.5
	2. University	
E	Wholesale Trade / Integrated Freight Complex	N/A

a. The provided parking space shall be divided to support mode share targets, as detailed below.

b. Table 18.5c: General guidelines Parking Mode Share Standards in overall TOD zones

Mode	Parking Space Dimensions	ECS Units	Mode Share Targets		
			TOD-5	TOD-10	Outside TOD
1	2	3	4	5	6
Car	2.5 x 5	1	15-20%	25-35%	35-45%
2-wheelers	1.5 x 2.5	0.25	40-45%	25-35%	25-25%
Cycles	0.5 x 2	0.1	40-45%	35-45%	15-25%
Buses/shared vans	12 x 3	3.5	0%	2-5%	5-10%
Commercial vehicles	12 x 3	3.5	0%	2-5%	5-10%

Note: The above guidelines are not mandatory and can be suitably modified as per the requirement.

18.5.3.3 Basement

Basement shall be allowed only in the following complexes:

i. Central Business District
ii. Community Commercial cum Business Complex
iii. Capitol Complex
iv. Habitat Academy Complex
v. Socio - Cultural Complex

vi. Hotels Complex

vii. Group Housings

The maximum basement area shall be to the extent of area within the setback lines.

Table 18.6: Ground Coverage, FAR, Height and Other Controls

Serial No.	Use Premise (Plot Sizes)		Zone	Maximum Ground Coverage (%)	Min FAR	Max FAR	FAR with Premium	Maximum Height (m)	Other Controls
1	2		3	4	5	6	7	8	9
A. RESIDENTIAL									
1	Residential - Plotted Development	40-below 60 m^2 (Incremental housing)	Outside TOD	NR	1.00	1.30		11	1 du
			TOD-10						
			TOD-5						
		Above 60-120 m^2	Outside TOD	NR	1.00	1.30		11	2 du
			TOD-10						
			TOD-5						
		Above 120-250 m^2	Outside TOD	NR	1.00	1.30		11	2 du
			TOD-10						2
			TOD-5						3
		Above 250-500 m^2	Outside TOD	NR	1.00	1.30		11	2 du
			TOD-10						3
			TOD-5						4
2	Group Housing		Outside	NR	1.00	1.80	2.0	NR	
			TOD-10	NR	1.5	2.5	3	NR	
			TOD-5	NR	2	3	4	NR	
B. INDUSTRIAL									
3	Flatted Group Industry		Outside TOD	NR	0.5	1.20	2.0	NR	
			TOD-10	NR	0.5	1.20	2.0	NR	
			TOD-5	NR	0.5	1.20	2.0	NR	
4	Light Service Industry		Outside TOD	NR	1.00	1.20	1.5	NR	
			TOD-10	NR	1.00	1.20	1.5	NR	
			TOD-5	NR	1.00	1.20	1.5	NR	
C. SPECIAL INDUSTRY									
5	IT and IT related industry.		Outside TOD	NR	1.5	2.00	2.5	NR	
			TOD-10	NR	1.5	2.5	3	NR	
			TOD-5	NR	2	3	4	NR	
6	Others		Outside	NR	1.0	1.5	2.25	NR	

Table 18.6 continued...

Serial No.	Use Premise (Plot Sizes)	Zone	Maximum Ground Coverage (%)	Min FAR	Max FAR	FAR with Premium	Maximum Height (m)	Other Controls
1	2	3	4	5	6	7	8	9
		TOD						
		TOD-10	NR	1.5	2.5	3	NR	
		TOD-5	NR	2	3	4	NR	
D. COMMERCIAL – RETAIL								
7	Convenience Shopping/ Shopping Areas in rural centres	**Outside TOD**	**NR**	**0.6**	**1.0**		**NR**	-----------
		TOD-10	**NR**	**1**	**1.5**		**NR**	
		TOD-5	**NR**	**1**	**1.5**		**NR**	
8	Local Shopping Centre	**Outside TOD**	**NR**	**1.0**	**1.5**	**2.0**	**NR**	-----------
		TOD-10		**1.5**	**2.5**	**3**		
		TOD-5		**2**	**3**	**4**		
9	Commercial cum Business Complex	**Outside TOD**	**NR**	**1.0**	**1.5**	**2.0**	**NR**	
		TOD-10		**1.5**	**2.5**	**3**		
		TOD-5		**2**	**3**	**4**		

Table 18.6 continued...

Serial No.	Use Premise (Plot Sizes)	Zone	Maximum Ground Coverage (%)	Min FAR	Max FAR	FAR with Premium	Maximum Height (m)	Other Controls
10	Central Business District	**TOD-10**			**1.50 on gross.**			Max FAR within TOD zone shall be 4.00 on individual plot
		TOD-5						
11	Hotel	**Outside TOD**	**NR**	**1.5**	**2.0**	**2.5**	**NR**	5% of the F.A.R. can be used for the retail shopping.
		TOD-10		**2**	**2.5**	**3**		
		TOD-5		**2**	**3**	**4**		
E. COMMERCIAL – WHOLESALE								
12	Wholesale Trade / Warehousing (Integrated development)	**Outside TOD** / **TOD-10** / **TOD-5**	**NR**		**1.0**		**NR**	The subdivision shall be as per the Industrial Zone development
F. PUBLIC/ SEMI PUBLIC								
13	Public, Semi-public and	**Outside TOD**	**50**	**1.0**	**1.25**	**1.5**	**NR**	

Serial No.	Use Premise (Plot Sizes)	Zone	Maximum Ground Coverage (%)	Min FAR	Max FAR	FAR with Premium	Maximum Height (m)	Other Controls
1	2	3	4	5	6	7	8	9
		TOD-10	NR	1.5	2	3		
		TOD-5	NR	2	3	4		
14	Public Utilities such as Bus Depot, Terminus, Crematorium	Outside TOD			1	1.5	NR	
		TOD-10	NR		2	3		
		TOD-5	NR		3	4		
15	Hospital / Health Centre	Outside TOD	50	1.0	1.30	1.8	NR	
		TOD-10		1.5	2	3		
		TOD-5		2	3	4		
16	Nursing Home	Outside TOD	50	1.0	1.30	1.8	NR	
		TOD-10	NR	1.0	1.30	1.8	NR	
		TOD-5	NR	1.0	1.5	2	NR	

Table 18.6 continued...

Serial No.	Use Premise (Plot Sizes)	Zone	Maximum Ground Coverage (%)	Min FAR	Max FAR	FAR with Premium	Maximum Height (m)	Other Controls
17	Petrol pumps	TOD						
		TOD-10	25		0.60		NR	
		TOD-5						
18	Religious Premises	Outside TOD						----------
		TOD-10	50		1		NR	
		TOD-5						
19	Community Hall/ Auditorium	Outside TOD						----------
		TOD-10	30		0.60		NR	
		TOD-5						
20	Nursery School	Outside TOD						
		TOD-10	NR		0.60		NR	Min40% of the land area shall be earmarked for Playground. However The FAR shall be calculated on Gross plot area.
		TOD-5						
21	Primary School	Outside TOD	NR	1.0	1.00	1.5	NR	Min 40% of the land area shall be earmarked for Playground. However The FAR

Serial No.	Use Premise (Plot Sizes)	Zone	Maximum Ground Coverage (%)	Min FAR	Max FAR	FAR with Premium	Maximum Height (m)	Other Controls
1	2	3	4	5	6	7	8	9
								shall be calculated on Gross plot area School for the handicapped shall have the same norms as the primary school.
		TOD-10		1.0	1.30	1.8	NR	
		TOD-5		1.0	1.5	2	NR	
22	Secondary School / Senior Secondary School / Integrated Residential School	Outside TOD	NR	1.0	1.20	1.8	NR	Min40% of the land area shall be earmarked for Playground. However The FAR shall be calculated on Gross plot area
		TOD-10		1.0	1.30	1.8	NR	
		TOD-5		1.0	1.5	2	NR	

Table 18.6 continued...

Serial No.	Use Premise (Plot Sizes)	Zone	Maximum Ground Coverage (%)	Min FAR	Max FAR	FAR with Premium	Maximum Height (m)	Other Controls
23	College	Outside TOD	NR	1.0	1.20	1.8	NR	Note: In case of educational institutions, the total area of the plot shall be divided in (i) College building area (Min 40 %), (ii) playfield (Min40%), (iii) Parking area (Min 10%) and (iv) Residential and hostel area (Max.10%). The maximum FAR shall be calculated on the entire gross area of the college
		TOD-10		1.2	1.5	2.25		
		TOD-5		1.5	2	3		
24	Capitol Complex	Outside TOD	NR		1.00		NR	
		TOD-10						
		TOD-5						
25	Exhibition Ground	Outside TOD	NR		0.5		NR	The structures in the Exhibition Ground Area shall be temporary in nature. 25% of FAR could be for permanent structures.

Seria l No.	Use Premise (Plot Sizes)	Zone	Maximum Ground Coverage (%)	Min FAR	Max FAR	FAR with Premium	Maximum Height (m)	Other Controls
1	2	3	4	5	6	7	8	9
		TOD-10						
		TOD-5						
26	Other institutional areas (not covered above)	Outside TOD	NR	1	1.5	2	NR	-Max 15% of the FAR shall be used for Housing including Hostels/guest house.
		TOD-10		1.5	2	3		
		TOD-5		2	3	4		

Table 18.6 continued...

27	Recreational Area	Outside TOD	-	0.2	-		11-	▪ Facilities as listed in table 18.1 shall be allowed with permission from the authority on Max ground coverage 15% of the gross land.. ▪ Maximum built space to be within 0.2 FAR. ▪ The gross FAR can be distributed on individual plot as per the approved layout provided the Max FAR on individual plot shall not be more than 0.50 ▪ In case of plots falling under TOD zones the FAR can be increased upto 0.6
		TOD-10						
		TOD-5						

NR: No Restriction

Note:

a) Development in special uses like Airport, Railway Terminal, Rail Circulation, Bus Terminal and Depot, Road Circulation, Water, Sewerage, Electricity, Solid Waste Management, Cremation and Burial Ground shall be governed by their functions and specific requirements.

b) Fire bye-laws as given in Annexe III to be followed or refer Model Building Bye Laws by Town and Country Planning Organisation (TCPO).

c) Provision of facilities in the public buildings excluding domestic buildings for handicapped persons as per Annexure IV or refer Model Building Bye Laws by Town and Country Planning Organisation (TCPO).

d) Recreational use zone to be developed as integrated development.

e) The maximum permissible height may be relaxed in accordance with Chattisgarh Bhumi Vikas Niyam, 1984, by the NRDA for specific schemes in special circumstances.

f) In case , a whole sector or a subsector with minimum area of 15Ha under residential use zone is developed by a

single Developer as a combination of plotted development and group housing development, FAR of 1.30 shall be permissible on the Gross residential area and can be utilised between plotted development and group housing development, as may be decided by the Developer. NRDA shall have powers to enhance the FAR on the gross residential area up to 1.8 depending on the need to achieve the desired density and the availability of infrastructure.

g) *The height of the Building shall also be governed by the Regulations of the Civil Aviation.*

h) *The Premium to be charged for Additional FAR shall be as per the decision of the Authority.*

i) *Additional FAR with premium shall be granted provided no concession/ relaxations in any other provisions of this development code including setback and Parking is required.*

j) *In case, it is observed that due to other development control regulations it is not possible to consume minimum FAR, NRDA can take the decision on its permissibility.*

k) *In case of Mixed Land Use the FAR will be applicable as per the principle use.*

l) *The FAR beyond the minimum Permissible FAR shall be granted subject fulfilling of all the other requirements such as fire fighting regulations, Parking provisions etc.*

A. Minimum Frontages

The minimum frontage specifies the minimum length of the building frontage that should be built up to the front setback line. The setback refers to the distance from the plot line at which the building elevation should be built. Maximum building frontages ensure an almost continuous building envelope for the public realm.

Table 18.6b: Minimum Frontage Standards in TOD zones

Street Row	Minimum Frontage
>24m	70%
18-24m	60%
<18m	50%

B. Active Frontages

Active frontages indicate street frontages where there is physical interaction or visual engagement between persons on the street and the buildings abutting the street. Transparent glazed walls, shop window displays, exterior café seating, building entrances, verandas, landscaped front yards, and balconies are some uses that contribute to making active frontages.

Table 18.6c: Active Frontage Standards

TOD zone	Minimum active frontage for commercial buildings	Minimum Active frontage for residential buildings
1	2	3
TOD-5	70%	50%
TOD-10	50%	30%

Note:

In case of any conflict in Minimum frontage, active frontage and setbacks the standards prescribed in Table 18.4 b and c shall prevail.

18.6 Basic Development Regulations for Planning Layers II and III

18.6.1 Regulations for Layer II

- **General Regulations for the Village Settlement Areas**

i. These areas shall be considered as residential use zone, all residential and incidental public and semi public facilities and utilities shall be permitted therein. Rural centres and public and semi public facilities shall be allowed within 0.5 km of the settlement.

ii. In case of Central Village (separately identified) a rural centre up to 2.5 hectare area could be developed to provide for education, health, recreation and other facilities to serve the population in the surrounding 6-8 villages. (Population 8-10 thousand).

iii. In case of Zonal Villages (separately identified) a rural centre could be developed in up to 4 hectare area for education, health, commercial and recreation facilities to serve the zonal and the adjoining villages (population approximate 18-20 thousand).

iv. Permissibility with respect to different uses identified in Layer II shall be as per table 18.1. Independent Facility not related to rural centres shall be permitted with permission from NRDA.

v. Refer Section 18.6.2.4 for development controls like FAR, building height, maximum ground coverage etc. for the use premises located in Layer II.

- **Regulations for the Agriculture and other area outside the village settlements**

In these areas uses such as agriculture orchard, plant nursery, forests, cattle sheds, dairy farms, poultry farms, and brick manufacturing, **building material manufacturing and storage, cottage and handloom industries** with the following conditions

FAR	0.3
Maximum Height	10 m
Maximum Ground coverage	15%
Minimum Access Road	18 m

Note: No building activity and brick making or building material manufacturing shall be allowed in Green Belt.

Regulations for Other uses as defined in Table 18.1.:

Table 18.7: In the Layer –II outside the rural settlements and the green belt the land use shall be permitted as defined in Table 18.1

Sr. No.	Min area (ha)	Max Permissible FAR	Additional FAR with premium	Max Permissible Height	Max. Permissible residential Component
I	2	3	4	5	6
1.	2 to 5	0.3	0.15	15	5% of the FAR on 10% of the land
2.	5 and Above	0.3	0.15	18	10% of the FAR on 20% of the land

Note:

1. FAR shall be calculated on gross area of the land
2. In each proposal 15% area shall be designated for Recreational Open space, 5% area shall be designated for Amenity space and will handed over to NRDA Free of cost.
3. Additional facility requirement for the project will be provided by the developer according to project requirement

4. The primary responsibility of providing the infrastructure shall be on the land owner/developer and not on NRDA.
5. NRDA shall levy premium in addition to the development charge for the FAR granted more than 0.3 as per the decision of the authority.
6. The developer shall pay development charge as may be decided by NRDA from time to time.
7. The maximum permissible height may be relaxed in accordance with Chattisgarh Bhumi Vikas Niyam, 1984, by the NRDA for specific schemes in special circumstances.
8. For granting any permission outside village settlement in layer II the access roads should be considered as minimum 18m wide.

- **Additional Provision for public & semi – public properties abutting National Highway-6 and National Highway-43 in agriculture use (Rural Zone Layer II)***

In addition to above mentioned development controls regulations following setback regulations shall be followed:

Front set back	25 m
Rear setback	15 m
Side setbacks	9 m

18.6.2 Layer III: Airport area including its expansion area

- **Regulation for the Airport and Allied activities area**
  a) Any building in this zone shall need permission from Airport Authority of India (AAI)
  b) Permissibility with respect to different uses identified in Layer III shall be as per table 18.1.
  c) Refer Section 18.6.2.4 for development controls like FAR, building height, maximum ground coverage etc. for the use premises located in Layer III.

  d) Airport Authority of India would prepare a Master Plan for the Airport Zone considering its expansion activities in the horizon year 2031.

18.7 Other Regulations

1. **Construction along Road Right of Way (R/W)**

The right of ways (R/Ws) for different types of roads is as follows;

a) Expressway	100m R/W
b) National Highways	100m R/W
c) State Highways	60m R/W
d) Major District Roads	25m R/W
e) ODR's & village roads	15m R/W
f) Village roads	6m R/W

2. **Construction of Building not to encroach upon an Area Set upon For Means of Access.**

No building shall be constructed, which in any way, encroaches upon or diminishes the area set apart as means of access required under this regulation.

3. **Trunk Services:**

- Water and Sewage treatment plants, Electric Substation and Solid Waste Management may be established in the Layers-I, II & II. Environmental clearance from the competent authority is

required especially in the arrangements for disposal of solid and liquid wastes.

- Solid waste and development of landfill site should be as per to the provisions of MSW 2000.

4. **Water Bodies**

- All the water bodies of the Layer II & III shall be protected.
- There shall be no discharge of wastewater in the water-bodies.
- No water bodies should be filled to develop any kind of building in Layer II & III.
- Mahanadi canal shall be protected providing buffer of green belt of 100m.
- As far as possible, the existing canals, water bodies and drains should not be di09sturbed. However natural drains can be channelized and trained to suit the planning requirement provided the total area of channel shall not be less than exiting drain as per Khasra. Man made irrigation canals can be rerouted or deleted as per the planning and technical feasibility.

18.8 Urban Design Control

Urban Design Control may be prescribed within the given parameters in the Development Control Regulations.

NOTES:

1). The development control regulations included in the Development Plan for Naya Raipur as given in section 18 are mandatory for any land development or building activity in Naya Raipur.

2). Already sanctioned Building Plans and/or Layout Plans in the NRDA planning area by the competent authority as per law shall be allowed to remain. Further development would be within the framework of the given development code.

3) In Public Buildings, excluding domestic buildings, the facilities for disabled persons shall be provided as per Annexure IV or refer Model Building Bye Laws by Town and Country Planning Organisation (TCPO).

4) The guidelines for implementation of Solar Energy Policy at individual development level to be followed as per the Energy Conservation Building Code 2006, by Bureau of Energy Efficiency.

5) Rain Water Harvesting to be adopted at individual development level as per sub- section 10.3.2 of section 10, Physical Infrastructure.

6) The maximum building height in the approach funnel for the Mana Airport shall be as per Airport Authority of India (AAI)/ ICAO requirements and as mentioned in National Building Code. Refer section 15 and map 15.1.

7) For any other provisions required for land development/ building activity, Chhattisgarh Bhumi Vikas Rules 1984 shall be followed or else the provisions of National Building Code shall apply.

8) Change in Road Alignment Proposed in Naya Raipur Development Plan in Layer -I may be Permitted by Naya Raipur Development Authority in special Circumstances after recording the reasons for such change.

9) Existing land uses adopted under section 15 of Nagar Tatha Gram Nivesh Adhiniyam 1973 shall be allowed to remain in layer II and further permission will be given as per Development Regulations laid down in Development Plan for that Particular use Zone.

18.9 Discretionary Powers

The Director of Town and Country Govt of Chhattisgarh shall appoint a committee of three members out which two shall be from NRDA and one from Town and Country Planning Dept. Govt of Chhattisgarh to decide on the following :

(i) Interpret these Regulations in various contexts not covered in it.

In situations where more clarity is required,

(ii) Decide upon any relaxations required in case of any conflict in the implementation of any Regulations.

(iii) Decision of the committee shall be final, however reasons for granting such concessions/decisions shall be recorded

Sd/-
(Sanjay Shukla)
Secretary,
Government of Chhatusgarn
Housing and Environment Department

राजस्व विभाग

कार्यालय, कलेक्टर, जिला बेमेतरा, छत्तीसगढ़ एवं पदेन उप-सचिव, छत्तीसगढ़ शासन, राजस्व एवं आपदा प्रबंधन विभाग

बेमेतरा, दिनांक 10 नवम्बर 2015

क्रमांक/3/अ-82/2015-16.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
बेमेतरा	थानखम्हरिया	सेमरिया प.ह.नं. 83/16	0.19	अनुविभागीय अधिकारी (रा.) एवं भू-अर्जन अधिकारी, साजा (छ.ग.).	गडुवा - खैरझिटी - डंगनिया - बोरिया (हथमुड़ी) श्यामपुर-कांपा - नवागांवकला मार्ग का निर्माण.

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), साजा के कार्यालय में किया जा सकता है.

बेमेतरा, दिनांक 10 नवम्बर 2015

क्रमांक/04/अ-82/2015-16.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
बेमेतरा	थानखम्हरिया	डंगनिया प.ह.नं. 08	0.86	अनुविभागीय अधिकारी (रा.) एवं भू-अर्जन अधिकारी, साजा (छ.ग.).	गडुवा - खैरझिटी - डंगनिया - बोरिया (हथमुड़ी) श्यामपुर-कांपा - नवागांवकला मार्ग का निर्माण.

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), साजा के कार्यालय में किया जा सकता है.

बेमेतरा, दिनांक 10 नवम्बर 2015

क्रमांक/05/अ-82/2015-16.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
बेमेतरा	थानखम्हरिया	खैरझिटीकला प.ह.नं. 13/16	0.88	अनुविभागीय अधिकारी (रा.) एवं भू-अर्जन अधिकारी, साजा (छ.ग.).	गडुवा - खैरझिटी - डंगनिया - बोरिया (हथमुड़ी) श्यामपुर-कांपा - नवागांवकला मार्ग का निर्माण.

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), साजा के कार्यालय में किया जा सकता है.

बेमेतरा, दिनांक 10 नवम्बर 2015

क्रमांक/06/अ-82/2015-16.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
बेमेतरा	थानखम्हरिया	हथमुड़ी प.ह.नं. 14	0.16	अनुविभागीय अधिकारी (रा.) एवं भू-अर्जन अधिकारी, साजा (छ.ग.).	गडुवा - खैरझिटी - डंगनिया - बोरिया (हथमुड़ी) श्यामपुर-कांपा - नवागांवकला मार्ग का निर्माण.

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), साजा के कार्यालय में किया जा सकता है.

बेमेतरा, दिनांक 10 नवम्बर 2015

क्रमांक/07/अ-82/2015-16.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
बेमेतरा	बेरला	खम्हरिया प.ह.नं. 01	0.10	अनुविभागीय अधिकारी (रा.) एवं भू-अर्जन अधिकारी, साजा (छ.ग.).	नयापारा सेमरिया से पुराना, नया खम्हरिया मार्ग निर्माण.

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), साजा के कार्यालय में किया जा सकता है.

छत्तीसगढ़ के राज्यपाल के नाम से तथा आदेशानुसार,
रीता शाण्डिल्य, कलेक्टर एवं पदेन उप-सचिव.

कार्यालय, कलेक्टर, जिला सूरजपुर, छत्तीसगढ़ एवं पदेन संयुक्त सचिव, छत्तीसगढ़ शासन, राजस्व एवं आपदा प्रबंधन विभाग

सूरजपुर, दिनांक 2 सितम्बर 2015

क्रमांक/6/अ-82/2013-14.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
सूरजपुर	सूरजपुर	चन्दरपुर प.ह.नं. 9	5.66	कार्यपालन अभियंता, लोक निर्माण विभाग (भ/स) संभाग, सूरजपुर जिला-सूरजपुर (छ.ग.).	रिंग रोड निर्माण

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), सूरजपुर के कार्यालय में किया जा सकता है.

सूरजपुर, दिनांक 2 सितम्बर 2015

क्रमांक/8/अ-82/2013-14.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
सूरजपुर	सूरजपुर	सूरजपुर प.ह.नं. 8	5.62	कार्यपालन अभियंता, लोक निर्माण विभाग (भ/स) संभाग, सूरजपुर जिला-सूरजपुर (छ.ग.).	रिंग रोड निर्माण

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), सूरजपुर के कार्यालय में किया जा सकता है.

सूरजपुर, दिनांक 2 नवम्बर 2015

क्रमांक/9/अ-82/2013-14.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
सूरजपुर	सूरजपुर	मानपुर प.ह.नं. 13	3.20	कार्यपालन अभियंता, लोक निर्माण विभाग (भ/स) संभाग, सूरजपुर जिला-सूरजपुर (छ.ग.).	रिंग रोड निर्माण

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), सूरजपुर के कार्यालय में किया जा सकता है.

सूरजपुर, दिनांक 11 नवम्बर 2015

क्रमांक/3/अ-82/2013-14.—चूंकि राज्य शासन को यह प्रतीत होता है कि इससे संलग्न अनुसूची के खाने (1) से (4) में वर्णित भूमि की अनुसूची के खाने (6) में उसके सामने दिये गये सार्वजनिक प्रयोजन के लिये आवश्यकता है अथवा आवश्यकता पड़ने की संभावना है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम 2013 कहा जायेगा) की धारा 11 की उपधारा (1) के उपबंधों के अनुसार सभी संबंधित व्यक्तियों को इसके द्वारा इस आशय की सूचना दी जाती है कि राज्य शासन इसके द्वारा अनुसूची के खाने (5) में उल्लेखित प्राधिकारी को उक्त भूमि के संबंध में धारा 12 के अन्तर्गत दी गयी शक्तियों का प्रयोग करने के लिए प्राधिकृत करता है :—

अनुसूची

भूमि का वर्णन				धारा 12 द्वारा प्राधिकृत अधिकारी	सार्वजनिक प्रयोजन का वर्णन
जिला	तहसील	नगर/ग्राम	लगभग क्षेत्रफल (हेक्टेयर में)		
(1)	(2)	(3)	(4)	(5)	(6)
सूरजपुर	सूरजपुर	पतरापारा प.ह.नं. 6	0.94	कार्यपालन अभियंता, लोक निर्माण विभाग (भ/स) संभाग, सूरजपुर जिला-सूरजपुर (छ.ग.).	रिंग रोड निर्माण

भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), सूरजपुर के कार्यालय में किया जा सकता है.

छत्तीसगढ़ के राज्यपाल के नाम से तथा आदेशानुसार,
जी. आर. चुरेन्द्र, कलेक्टर एवं पदेन संयुक्त सचिव.

कार्यालय, कलेक्टर, जिला जांजगीर-चांपा, छत्तीसगढ़ एवं पदेन उप-सचिव, छत्तीसगढ़ शासन राजस्व एवं आपदा प्रबंधन विभाग

जांजगीर-चांपा, दिनांक 27 अक्टूबर 2015

क्रमांक 35/अ-82/2014-15.—चूंकि राज्य शासन को इस बात का समाधान हो गया है कि नीचे दी गई अनुसूची के पद (1) में वर्णित भूमि की अनुसूची के पद (2) में उल्लेखित सार्वजनिक प्रयोजन के लिए आवश्यकता है. अत: भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम, 2013 कहा जावेगा) की धारा 19 के अन्तर्गत इसके द्वारा यह घोषित किया जाता है कि उक्त भूमि की उक्त प्रयोजन के लिए आवश्यकता है :—

अनुसूची

(1) भूमि का वर्णन-
- (क) जिला-जांजगीर-चांपा
- (ख) तहसील-जैजैपुर
- (ग) नगर/ग्राम-हसौद, प.ह.नं. 29
- (घ) लगभग क्षेत्रफल-0.375 हेक्टेयर

	खसरा नम्बर	रकबा (हेक्टेयर में)
	(1)	(2)
	436/1	0.101
	439/1	0.012
	439/3	0.012
	439/5	0.012
	454/4	0.081
	436/2	0.121
	439/2	0.012
	439/4	0.012
	439/6	0.012
योग		0.375

(2) सार्वजनिक प्रयोजन जिसके लिए आवश्यकता है-हसौद गुंजियाबोर मार्ग पर पुल एवं पहुंच मार्ग निर्माण हेतु.

(3) भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (राजस्व), सक्ती के कार्यालय में किया जा सकता है.

छत्तीसगढ़ के राज्यपाल के नाम से तथा आदेशानुसार,
ओ. पी. चौधरी, कलेक्टर एवं पदेन उप-सचिव.

कार्यालय, कलेक्टर, जिला महासमुंद, छत्तीसगढ़ एवं पदेन उप-सचिव, छत्तीसगढ़ शासन राजस्व एवं आपदा प्रबंधन विभाग

महासमुंद, दिनांक 10 नवम्बर 2015

क्रमांक/366/27/अ-82 वर्ष 2014-15.—चूंकि राज्य शासन को इस बात का समाधान हो गया है कि नीचे दी गई अनुसूची के पद (1) में वर्णित भूमि की अनुसूची के पद (2) में उल्लेखित सार्वजनिक प्रयोजन के लिए आवश्यकता है. अत: भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम, 2013 कहा जावेगा) की धारा 19 के अन्तर्गत इसके द्वारा यह घोषित किया जाता है कि उक्त भूमि की उक्त प्रयोजन के लिए आवश्यकता है :—

अनुसूची

(1) भूमि का वर्णन-
- (क) जिला-महासमुंद
- (ख) तहसील-सरायपाली
- (ग) नगर/ग्राम-अंतर्ला
- (घ) लगभग क्षेत्रफल-1.86 हेक्टेयर

	खसरा नम्बर	रकबा (हेक्टेयर में)
	(1)	(2)
	247/1	0.23
	221/3	0.08
	247/2	0.13
	248	0.26
	219	0.10
	194	0.39
	215/1	0.03
	216	0.15
	217/11	0.18
	215/7	0.08
	221/4	0.06
	195	0.17
योग	12	1.86

(2) सार्वजनिक प्रयोजन जिसके लिए आवश्यकता है-सरायपाली-अंतरला (कसलबा) पदमपुर मार्ग पर सुरंगीनाला पर उच्चस्तरीय पुल निमाण हेतु.

(3) भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (रा.), सरायपाली के कार्यालय में किया जा सकता है.

महासमुंद, दिनांक 10 नवम्बर 2015

क्रमांक/368/28/अ-82 वर्ष 2013-14.—चूंकि राज्य शासन को इस बात का समाधान हो गया है कि नीचे दी गई अनुसूची के पद (1) में वर्णित भूमि की अनुसूची के पद (2) में उल्लेखित सार्वजनिक प्रयोजन के लिए आवश्यकता है. अतः भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता का अधिकार अधिनियम, 2013 (जिसे एतद् पश्चात् अधिनियम, 2013 कहा जावेगा) की धारा 19 के अन्तर्गत इसके द्वारा यह घोषित किया जाता है कि उक्त भूमि की उक्त प्रयोजन के लिए आवश्यकता है :—

अनुसूची

(1) भूमि का वर्णन-
- (क) जिला-महासमुंद
- (ख) तहसील-बसना
- (ग) नगर/ग्राम-कुम्हारी
- (घ) लगभग क्षेत्रफल-0.34 हेक्टेयर

	खसरा नम्बर	रकबा (हेक्टेयर में)
	(1)	(2)
	492	0.10
	495	0.08
	496	0.16
योग	3	0.34

(2) सार्वजनिक प्रयोजन जिसके लिए आवश्यकता है-कुम्हारी-कर्राभौना मार्ग पर खुंटी नाला पर उच्चस्तरीय पुल निर्माण.

(3) भूमि का नक्शा (प्लान) का निरीक्षण अनुविभागीय अधिकारी (रा.), सरायपाली के कार्यालय में किया जा सकता है.

छत्तीसगढ़ के राज्यपाल के नाम से तथा आदेशानुसार,
उमेश कुमार अग्रवाल, कलेक्टर एवं पदेन उप-सचिव.

विभाग प्रमुखों के आदेश

कार्यालय, सक्षम प्राधिकारी एवं अनुविभागीय अधिकारी (रा.) डभरा, जिला जांजगीर-चांपा (छ.ग.)

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख
[नियम 3 का उपनियम (1) देखें]

क्रमांक/1471/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	बगरैल/23	495/3	0.061
			831/1	0.040
			831/2	0.040
			821/2	0.040
			821/3	0.129
			821/4	0.093
			449/1, 449/2, 449/3, 449/4, 449/5, 449/6	0.020
			359/1	0.089
			518/1	0.174
			444/3	0.069
			518/2	0.073
			365/1	0.121
			364/2	0.032
			360/2, 364/1	0.012
			362/6, 362/7, 362/8	0.093
			517/2	0.020
			523/2	0.061
			522/3	0.032
			526/3	0.020
			530	0.201
			531/1	0.040
			833/1	0.065
			832/3	0.121
			832/4	0.121
			824	0.321
			823	0.121
		योग	**34**	**2.209**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख
[नियम 3 का उपनियम (1) देखें]

क्रमांक/1473/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	साराडीह/22	615	0.097
			612/2	0.040
			612/3	0.040
			612/4	0.040
			611	0.107
		योग	**5**	**0.324**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख

[नियम 3 का उपनियम (1) देखें]

क्रमांक/1475/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी,

अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	बिलाईगढ़/26	334/1	0.162
			335/1	0.040
			335/2	0.040
			192/2	0.040
			263/1	0.015
		योग	**5**	**0.297**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख

[नियम 3 का उपनियम (1) देखें]

क्रमांक/1477/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	बरहागुड़ा/25	181	0.061
			228/1	0.162
			228/2	0.121
			228/4	0.031

(1)	(2)	(3)		(4)	(5)
				228/5	0.030
				228/6	0.061
				229/2	0.061
			योग	**7**	**0.527**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख

[नियम 3 का उपनियम (1) देखें]

क्रमांक/1479/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.		खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)		(4)	(5)
जांजगीर-चांपा	डभरा	गोपालपुर/25		123	0.113
				124	0.057
				158	0.020
				131/8	0.091
			योग	**4**	**0.281**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप–ख

[नियम 3 का उपनियम (1) देखें]

क्रमांक/1481/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	चन्द्रपुर/25	55/5ख, 55/6ख	0.172
			19/1, 20/1, 21/1	0.081
			19/2, 20/2, 21/2	0.101
			19/3, 20/3, 21/3	0.162
			19/4, 20/4, 21/4	0.081
			10/1, 10/2, 10/3	0.010
			55/1, 55/2	0.202
			55/3क, 55/4क, 51/2क	0.040
			55/5क, 55/6क	0.206
			55/3घ, 55/4घ, 51/2घ	0.040
			55/3ख, 55/4ख, 51/2ख	0.040
			18/1	0.680
			18/2	0.240
			17	0.223
			16/1	0.186
			13, 16/2	0.126
		योग	**36**	**2.590**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख

[नियम 3 का उपनियम (1) देखें]

क्रमांक/1483/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध, में सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	कांशीडीह/25	8/2	0.081
			42/2	0.022
			82	0.140
			100	0.101
			153/3	0.101
			16/3	0.148
			76	0.321
			75	0.097
			81	0.081
			8/1	0.250
			7	0.220
			16/1	0.149
			16/2	0.138
			17/2	0.110
			78	0.105
			99/1	0.057
			99/2	0.057
			98	0.053
			153/1	0.097
			153/2	0.101
			153/4	0.101
			94/1, 156/1, 157/1	0.168
			630	0.170

(1)	(2)	(3)	(4)	(5)
			813/2	0.081
			817	0.077
			58	0.016
			823/2, 874/2, 875/2	0.202
			823/3, 874/3, 875/3	0.202
			823/4, 874/4, 875/4	0.202
			873/1	0.405
		योग	**36**	**4.053**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख

[नियम 3 का उपनियम (1) देखें]

क्रमांक/1485/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	मौहापाली/23	287/32	0.008
			296/2	0.101
			304/2ख	0.032
			303/1	0.041
			293/2	0.069
			288/5	0.020
			287/39	0.012
			260/2/ख	0.081

(1)	(2)	(3)	(4)	(5)
			260/1/क	0.100
			260/1/ख	0.089
			79/1	0.061
			4/4	0.016
			4/3	0.121
			2/4	0.081
			2/6	0.065
			441/3	0.081
		योग	**16**	**0.979**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख

[नियम 3 का उपनियम (1) देखें]

क्रमांक/1487/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	कोसमंदा/22	101/25क	0.020
			101/1ठ	0.486
			101/1ख/79	0.025
		योग	**3**	**0.531**

डभरा, दिनांक 7 अक्टूबर 2015

प्ररूप-ख
[नियम 3 का उपनियम (1) देखें]

क्रमांक/1489/भू.पा.ला./2015.—राज्य सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि ग्राम साराडीह, तहसील-डभरा, जिला-जांजगीर-चांपा से ग्राम-लारा, तह.-पुसौर, जिला-रायगढ़ तक जल परिवहन हेतु मेसर्स एनटीपीसी लारा द्वारा भूमिगत पाईप लाईन बिछाई जानी चाहिए.

और राज्य सरकार को उक्त भूमिगत पाईप लाईन बिछाने के लिये यह आवश्यक प्रतीत होता है कि उस भूमि में, जिसमें भूमिगत पाईप लाईन बिछाये जाने का प्रस्ताव है, जो इस अधिसूचना से संलग्न अनुसूची में वर्णित है, उपयोग के अधिकार का अर्जन किया जाए.

अतएव, राज्य सरकार एतद्द्वारा छत्तीसगढ़ भूमिगत पाईप लाईन (भूमि के उपयोग के अधिकारों का अर्जन) अधिनियम, 2004 (क्रमांक 7 सन् 2004) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए उस भूमि के उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है.

कोई व्यक्ति जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको उक्त अधिनियम की धारा 3 की उपधारा (1) के अधीन अधिसूचना राजपत्र में प्रकाशित होने के, इक्कीस दिवस के भीतर भूमि के नीचे पाईप लाईन बिछाये जाने के संबंध में, सक्षम प्राधिकारी, अनुविभागीय अधिकारी (रा.), डभरा छ.ग. को लिखित रूप में आक्षेप भेज सकेगा.

अनुसूची

जिला	तहसील	ग्राम /प. ह. नं.	खसरा नंबर	उपयोग के अधिकार के लिए अर्जित की जाने वाली भूमि (हे. में)
(1)	(2)	(3)	(4)	(5)
जांजगीर-चांपा	डभरा	फलियामुंडा/22	123	0.121
			109/1	0.161
		योग	**2**	**0.282**

रीता यादव,
सक्षम प्राधिकारी एवं
अनुविभागीय अधिकारी (रा.).

कार्यालय, सहायक संचालक, नगर तथा ग्राम निवेश, क्षेत्रीय कार्यालय, जांजगीर-चांपा (छ.ग.)

जांजगीर-चांपा, दिनांक 6 नवम्बर 2015

क्रमांक/1075/न.ग्रा.नि./जैजेपुर/शोध./2015.—एतद्द्वारा यह सूचना दी जाती है कि छ.ग. नगर तथा ग्राम निवेश अधिनियम, 1973 (क्रमांक 23 सन् 1973) की धारा 15 की उपधारा (3) के अनुसरण में सर्वसाधारण की जानकारी हेतु यह प्रकाशित किया जाता है, कि आयुक्त सह संचालक, नगर तथा ग्राम निवेश छ.ग. नया रायपुर द्वारा निम्न अनुसूची में विनिर्दिष्ट जैजेपुर निवेश क्षेत्र के वर्तमान भूमि उपयोग संबंधी मानचित्र को सम्यक रूप से अंगीकृत किये जाते हैं इस सूचना की प्रतिलिपि छत्तीसगढ़ नगर तथा ग्राम निवेश अधिनियम, 1973 (क्रमांक 23 सन् 1973) की धारा 15 की उपधारा (4) के अनुसरण में "छत्तीसगढ़ राजपत्र" में प्रकाशन हेतु भेजी जा रही है जो इस बात का निश्चायक साक्ष्य होगा कि उक्त मानचित्र सम्यक रूप से तैयार तथा अंगीकृत कर लिया गया है.

अनुसूची

जैजेपुर निवेश क्षेत्र की सीमाएं

उत्तर में : ग्राम काशीगढ़, झकहाडीह, गलगलाडीह एवं ग्राम तुसार की उत्तरी सीमा तक.
पूर्व में : ग्राम तुसार एवं ओडेकेरा की पूर्वी सीमा तक.
दक्षिण में : ग्राम ओडेकेरा, गाड़ामोर, जर्वे, अरसिया एवं मुक्ता की दक्षिणी सीमा तक.
पश्चिम में : ग्राम मुक्ता, चोरभट्ठी एवं काशीगढ़ की पश्चिमी सीमा तक.

उक्त अंगीकृत वर्तमान भूमि उपयोग मानचित्र एवं रजिस्टर "छत्तीसगढ़ राजपत्र" में प्रकाशन की तिथि से 15 दिवस की समयावधि के भीतर निम्नलिखित स्थल पर सार्वजनिक निरीक्षण हेतु कार्यालयीन अवधि में कार्यकारी दिवसों में (अवकाश को छोड़कर) खुला रहेगा.

निरीक्षण स्थल : कार्यालय नगर पंचायत जैजेपुर जांजगीर (छ.ग.).

जांजगीर-चांपा, दिनांक 6 नवम्बर 2015

क्रमांक/1081/न.ग्रा.नि./सारागांव/वि.यो./2015.—एतद्द्वारा यह सूचना दी जाती है कि छ.ग. नगर तथा ग्राम निवेश अधिनियम, 1973 (क्रमांक 23 सन् 1973) की धारा 15 की उपधारा (3) के अनुसरण में सर्वसाधारण की जानकारी हेतु यह प्रकाशित किया जाता है, कि आयुक्त सह संचालक, नगर तथा ग्राम निवेश छ.ग. नया रायपुर द्वारा निम्न अनुसूची में विनिर्दिष्ट सारागांव निवेश क्षेत्र के वर्तमान भूमि उपयोग संबंधी मानचित्र को सम्यक रूप से अंगीकृत किये जाते हैं इस सूचना की प्रतिलिपि छत्तीसगढ़ नगर तथा ग्राम निवेश अधिनियम, 1973 (क्रमांक 23 सन् 1973) की धारा 15 की उपधारा (4) के अनुसरण में "छत्तीसगढ़ राजपत्र" में प्रकाशन हेतु भेजी जा रही है जो इस बात का निश्चायक साक्ष्य होगा कि उक्त मानचित्र सम्यक रूप से तैयार तथा अंगीकृत कर लिया गया है.

अनुसूची

सारागांव निवेश क्षेत्र की सीमाएं

उत्तर में : ग्राम कमरीद, जाटा, अमरूवा एवं दर्रा ग्रामों की उत्तरी सीमा तक.
पूर्व में : ग्राम दर्री, नावागांव, रिसदा, परसापाली एवं चोरिया ग्रामों की पूर्वी सीमा तक.
दक्षिण में : ग्राम चोरिया, झर्रा एवं पचोरी ग्रामों की दक्षिणी सीमा तक.
पश्चिम में : ग्राम पचोरी, मुड़पार, अफरीद एवं कमरीद ग्रामों की पश्चिमी सीमा तक.

उक्त अंगीकृत वर्तमान भूमि उपयोग मानचित्र एवं रजिस्टर "छत्तीसगढ़ राजपत्र" में प्रकाशन की तिथि से 15 दिवस की समयावधि के भीतर निम्नलिखित स्थल पर सार्वजनिक निरीक्षण हेतु कार्यालयीन अवधि में कार्यकारी दिवसों में (अवकाश को छोड़कर) खुला रहेगा.

निरीक्षण स्थल : कार्यालय नगर पंचायत सारागांव जांजगीर (छ.ग.).

बी. के. तिवारी,
सहायक संचालक.

उच्च न्यायालय के आदेश और अधिसूचनाएं

उच्च न्यायालय छत्तीसगढ़, बिलासपुर

बिलासपुर, दिनांक 8 अक्टूबर, 2015

क्रमांक 8161/तीन-10-11/2000.—छत्तीसगढ़ सिविल न्यायालय अधिनियम, 1958 (क्रमांक 19 सन् 1958), की धारा 12 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, उच्च न्यायालय छत्तीसगढ़, बिलासपुर एतद्द्वारा निर्देशित करता है कि श्री जनक कुमार हिडको, व्यवहार न्यायाधीश वर्ग-2 एवं न्यायिक दण्डाधिकारी प्रथम श्रेणी, करतला अपने घोषित कार्य स्थल करतला के अतिरिक्त कोरबा में भी प्रत्येक माह में लगातार 02 सप्ताह बैठक करेंगे.

No. 8161/III-10-11/2000.—In exercise of the powers confers by Section 12 of the Chhattisgarh Civil Courts Act, 1958 (Act No. 19 of 1958), the High Court of Chhattisgarh, Bilaspur hereby directs that Shri Janak Kumar Hidko, Civil Judge Class-II & Judicial Magistrate First Class, Kartala in addition to his place of sitting at Kartala declared shall also sit at Korba for 02 weeks continuously in a month.

बिलासपुर, दिनांक 8 अक्टूबर, 2015

क्रमांक 8162/तीन-10-11/2000.—उच्च न्यायालय छत्तीसगढ़, बिलासपुर द्वारा जारी अधिसूचना क्रमांक 7316/तीन-10-11/2000 दिनांक 14 सितम्बर, 2015 जहां तक उसका संबंध श्रीमती गंगा पटेल, व्यवहार न्यायाधीश वर्ग-2 एवं न्यायिक दण्डाधिकारी प्रथम श्रेणी, पाली की श्रृंखला न्यायालय कटघोरा से है को एतद्द्वारा निरस्त किया जाता है.

No. 8162/III-10-11/2000.—The Notification No. 7316/III-10-11/2000 dated 14 September, 2015 issued by the High Court of Chhattisgarh, Bilaspur so far it relates to holding Link Court of Smt. Ganga Patel, Civil Judge Class-II & Judicial Magistrate First Class, Pali at Katghora is hereby cancelled.

Bilaspur, the 9th October 2015

No. 987/Confdl./2015/II-3-1/2015.—The following Civil Judge Class-II as mentioned in Column No. (2) of the table below is, hereby, transferred from the place mentioned in Column No. (3) to the place shown in Column No. (4) in the Revenue District mentioned in Column No. (5) and is posted in the capacity as mentioned in Column No. (6) from the date she assumes charge of her office :—

TABLE

S. No. (1)	Name & presently posted as (2)	From (3)	To (4)	Revenue District (5)	Posted as (6)
1.	Smt. Ravinder Kaur, Civil Judge Class-II.	Korba	Katghora	Korba	Civil Judge Class-II

Bilaspur, the 16th October 2015

No. 993/Confdl./2015/II-3-1/2015.—The following candidates as mentioned in Column No. (2), appointed on probation as Civil Judge (Entry Level) in the Cadre of Chhattisgarh Lower Judicial Service by the State Government, are posted in the capacity as mentioned against their names in Column No. (3) of the table below with a direction to join their place of posting positively within 15 days from the date of this order :—

TABLE

Sl. No. (1)	Name (2)	Posted as (3)
1.	Ku. Jasvinder Kaur Ajmani	VII Addl. Judge to the Court of I Civil Judge Class-II, Durg.
2.	Shri Lokesh Kumar	VII Addl. Judge to the Court of I Civil Judge Class-II, Raipur
3.	Ku. Amita Jaiswal	VIII Addl. Judge to the Court of I Civil Judge Class-II, Raipur
4.	Ku. Rupal Agrawal	Addl. Judge to the Court of I Civil Judge Class-II, Durg at Bhilai-3.

Bilaspur, the 2nd November 2015

No. 1018/Confdl./2015/II-2-1/2015.—Shri Niranjanlal Chauhan, III Additional District & Sessions Judge, Jagdalpur is given additional charge as Additional District & Sessions Judge (F.T.C.), Jagdalpur with immediate effect until further orders.

By order of the high court,
ARVIND SINGH CHANDEL, Registrar General.